A Maclean

The RCEME QUARTERLY

Volume 2 JULY, 1950 No. 3

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PUBLISHED BY THE
DIRECTORATE OF MECHANICAL ENGINEERING
A.H.Q. OTTAWA

OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.PH.,
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
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THE RCEME QUARTERLY

THE INFORMATION AND STATEMENTS HEREIN ARE NOT TO BE QUOTED AS AUTHORITY FOR ACTION. THE QUARTERLY IS PUBLISHED TO ASSIST RCEME PERSONNEL IN KEEPING ABREAST OF CURRENT TRENDS AND DEVELOPMENTS AND TO CIRCULATE INTERESTING NEWS ABOUT THE CORPS.

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EDITORIAL

It is not the intention of the RCEME Quarterly either to imitate or to take the place of its senior sister, The Canadian Army Journal. Its policy remains as announced in the very first issue of the Quarterly: "To develop esprit-de-corps in RCEME of the Active and Reserve Forces, and Supplementary Reserve and to promote interest in the all important subject of training the Corps for war."

Thus as far as possible every article that we publish will have a RCEME slant to it, and will, we hope, be of particular interest to members of our Corps. You may have noticed that in recent issues most of the material has been written especially for the Quarterly. This target we hope to continue to meet but obviously it requires the fullest co-operation of all our Associate Editors and of those who must devote their own time and efforts to providing the necessary copy.

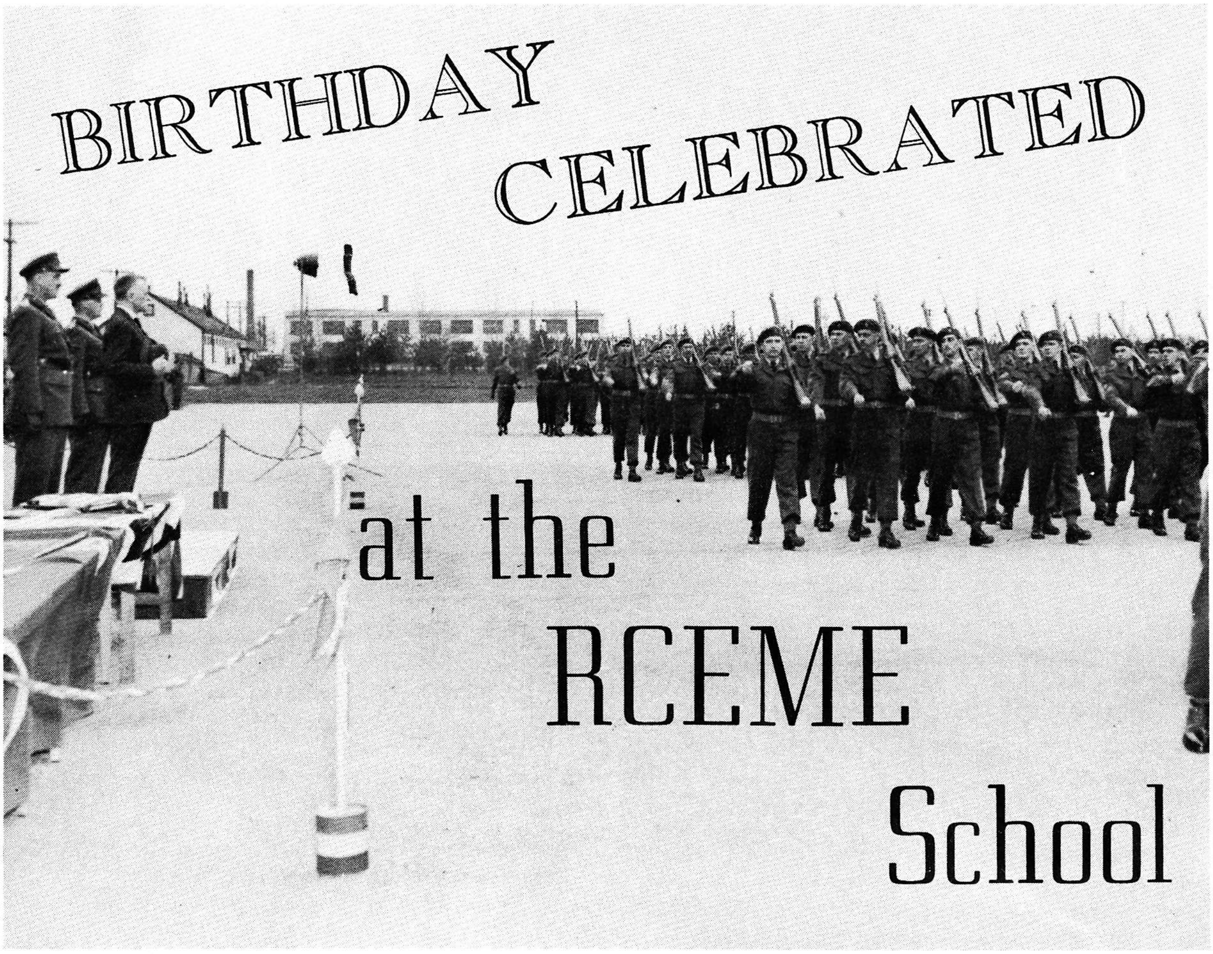
We could of course publish many more photographs of Corps activities than we do at present but inevitably such news is on the average two months old by the time it gets into the reader's hands. Thus we must select only the best pictures and these should have some relatively permanent value. However, on this matter as indeed on any subject connected with the make-up of the RCEME Quarterly, we would like to have your views.

It has been suggested that a page be devoted to a 'Question and Answer' feature. We are only too willing to do this if questions DO come in to us from the field. We will not take the place of Dorothy Dix on marital problems nor of your barrack room lawyer on the interpretation of KR Can. But if the questions are technical, or semi-technical — send them in!

Our editorial staff changes from time to time, and before it is too late, we would like to place on record the debt this paper owes to its first editor, Capt R.L. MacDonald, RCEME. That there is a Quarterly at all is due in no small measure to the persistent efforts of Captain 'Mac'. Many were the hurdles that had to be crossed before the first issue was in the field and there were not a few times when it would have been easier just to say, "let's forget the whole thing." However, he kept at the task, obtaining the higher authority required; planning a suitable layout; determining the best or rather cheapest way to have it reproduced; arranging for a machine on which to type it in an acceptable form, and finally securing enough material to make a respectable issue.

Thanks, Mac!

BIRTHDAY CELEBRATED at the RCEME School



(Photos by Capt H.B. Lightfoot, RCEME)

The sixth birthday of the Corps was celebrated at the RCEME School in a three day program starting on Saturday night the thirteenth and finishing on the night of the birthday, 15 May 50.

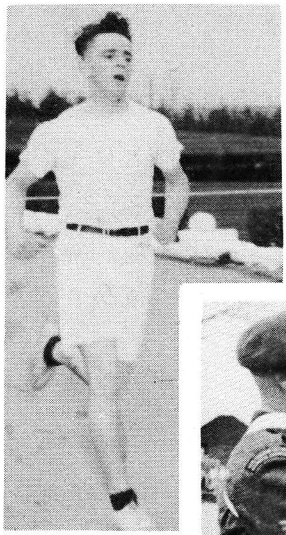
On Saturday night an all ranks dance was held in the double drill hall from 2000 hours until midnight. Personnel of 207 Workshop combined with the RCEME School to make a total of 750 officers, men and their wives, and everybody apparently enjoyed themselves. The drill hall was cleverly and tastefully decorated using the RCEME sixth birthday as the principle motif. Lieut P.A. Tuck and S/Sgt G.A. Riley were responsible for the decorations and did a bang-up job worthy of the best RCEME tradition.

The following morning, Sunday, a drum head church service took place at 1100 hours on the parade square with Padre J. Cardy officiating.

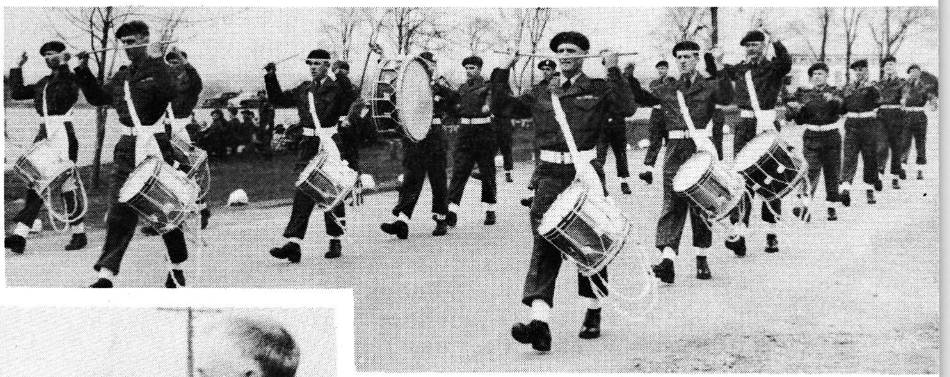
Monday morning the annual cross country run was held at 1030 hours over a three mile course. Cfn Alan Ross won this race in good style and with an appreciable lead over the runner up. GMT was the winning company with the following personnel finishing: Ptes R.F. Ross, E.D.J. DeWolfe, J. Woodward, D.B. Williams, E. Sowerbutts; L/Cpls J.J. Warden and W.W. Puddicombe; Cpl W.W. Monkman and Capt R.F. Fendick.

The highlight of the celebration from a military point of view was the inspection on Monday afternoon by the Honorary Colonel Commandant of the Corps, General A.G.L. McNaughton, CH, CB, CMG, DSO.

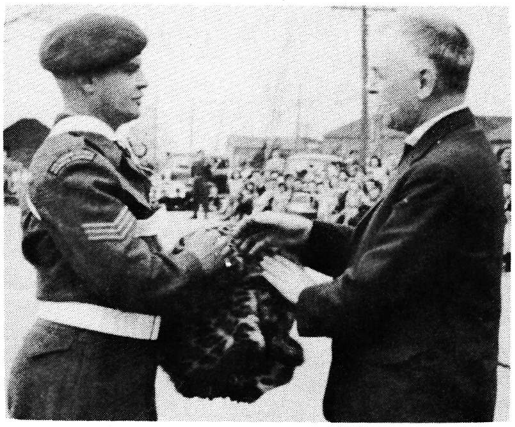
The RCEME School band gave an impressive and finished performance and fully merited the equipment with which they were presented on the parade. General McNaughton himself donated a sterling silver bugle which he handed to Sgt Bill Hendon. On behalf of the Officers' Mess, the general presented Sgt Jack Coop with a drum major's mace, and on behalf of the Men's Mess to each member of the band went white leather gauntlets, a forage cap and dress drum cords in the RCEME colours. In addition, a bass drummer's leopard skin, the gift of the Sergeants' Mess, was handed to Sgt Don Cam bell.



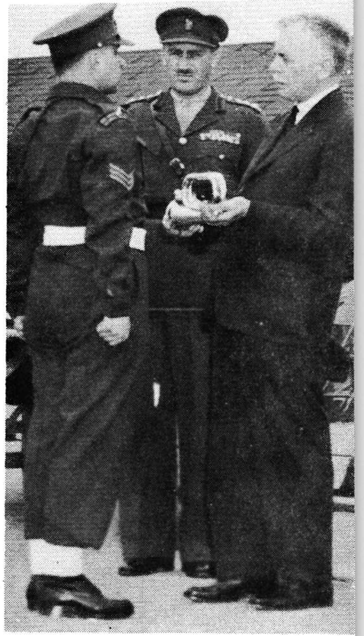
Cfn Alan Ross



The School Band



Sgt Campbell
&
Gen McNaughton



Sgt Hendon,
Brig Walsh
&
Gen McNaughton

New white gauntlets, forage caps and dress drum cords for the band

This 15 May, the new badge of the RCEME was taken into use under the authority of CAO 84-15, and in commemmoration of this General McNaughton handed a 24 inch replica of the badge to the RSM, WOI Collins, with the request that it be placed in the Men's Mess. After the band had received their new equipment, they gave a demonstration of counter marching which was extremely well done.

The March Past was carried out first in close column of platoons and then in column of route.

General McNaughton took the salute, and at the Saluting Base with him were the Area Commander, Brigadier G. Walsh, CBE, DSO, and the DME.

At the conclusion of the March Past, General McNaughton addressed the 350 troops on the parade. He wished, he said, to congratulate the troops on their steadiness, the smartness of their drill, and the correctness of their turnout. He said that it had been a privilege to present to the RCEME a replica of the new Corps Crest which had now been duly honoured by all the authorities having jurisdiction in these matters. He gave an heraldic description of the crest, and went on to say that in these difficult and anxious times the safety of democracy rested primarily on those young people who are skilled in the arts of science and engineering, for the defence of the country. He said, "We need to maintain our leadership in the production and use of the newest and best weapons: the Corps of Electrical and Mechanical Engineers is dedicated to this task, to keeping its weapons sharp and true and up to date, to ease the task and multiply the power and speed of man and to gain for Canada and our Allies the maximum advantage which this will give in war." He complimented the Corps on what it had already achieved in this task and said that he had a feeling of complete confidence in its ability in the future to do what it had to do.

The parade was dismissed and a demonstration of assembling a trick Jeep was carried out. This vehicle was specially designed for quick assembly. The fastest time in which this had been done was six minutes and twenty seconds. The RCEME School Vehicle Team assembled the jeep in four minutes and thirty-nine seconds and drove it off the parade square to the great delight of the spectators.

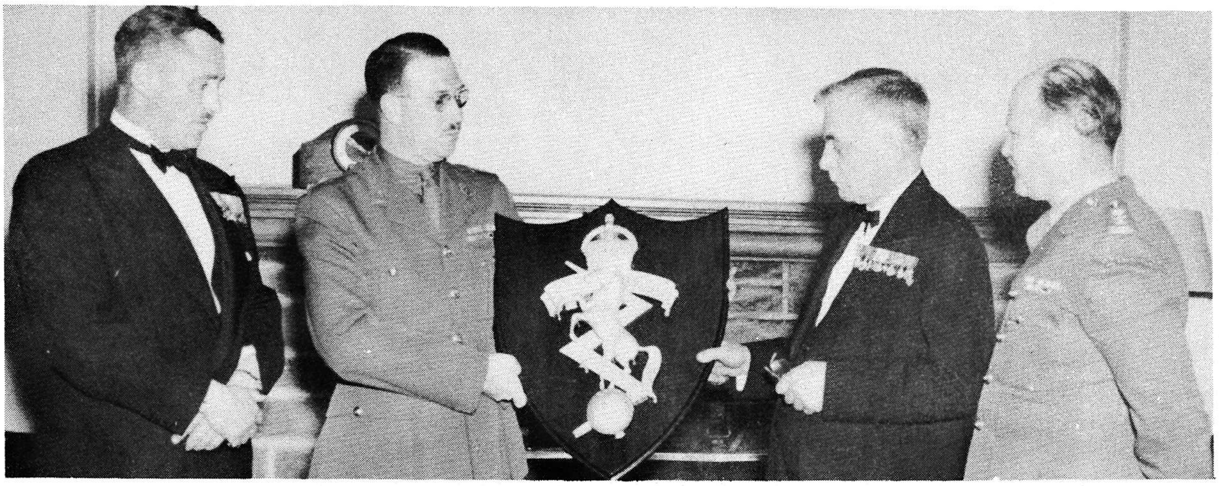
The team consisted of: Sgt J.A. Cummings, Cpls R.D. Stallan and V.C. Pomeroy, Cfn C.E. House, J. McDonald, R.J. Snaith and E.S. Schmitt.

General McNaughton, Col Boehm and Lt-Col Dunlop visited the Sergeants' Mess where the general presented the mess with another replica of the new crest and stayed for an hour chatting informally with the sergeants.

RSM WOI G Collins and Gen McNaughton

After a short recess at the Officers' Mess, the strictly military side of the day's events was concluded by the beating of the retreat at 1830 hours in front of the School Headquarters. This also was carried out with precision in the best military ceremonial tradition and the band in their new white gloves performed faultlessly.

Except for a shower between the two parades, it was fine throughout the afternoon. Just before the inspection commenced the tread of many feet was heard and a formation in column of route was observed proceeding from the east end of the camp towards the parade ground. The column stretched for nearly 150 yards. It was nearly 300 strong — not very strong as yet, for the column consisted of school children from the Fort Henry School, now occupying the site of the former detention barracks at the east end of the camp. They were only the children of school age: all round the parade ground were at least twice as many of below-school age. The

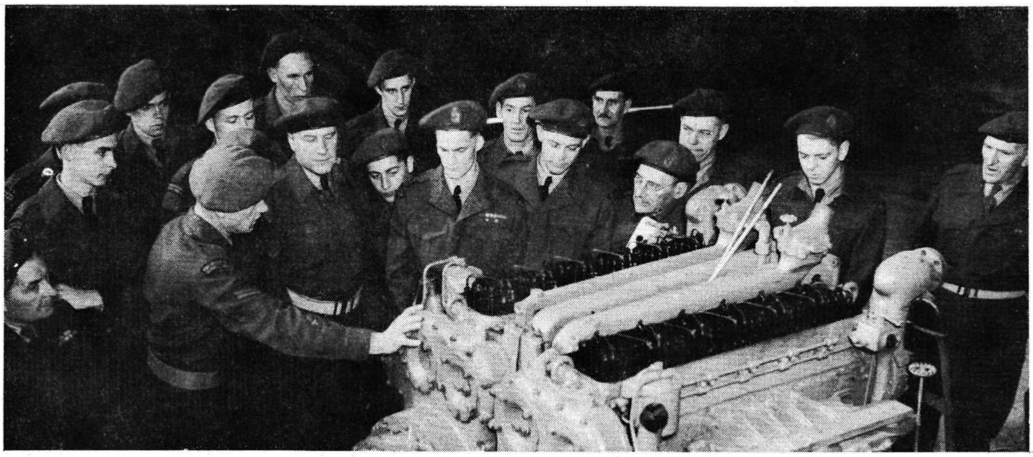


Brig Walsh, Lt Col Dunlop holding the new plaque, Gen McNaughton & Col Boehm

air of Barriefield is indeed invigorating!

In the evening, mess activities consisted of birthday dinners at the Officers' Mess, the Sergeants' Mess, and the Men's Mess. Following the dinner at the Officers' Mess, General McNaughton presented to Lt-Col Dunlop, OBE, ED, CO the RCEME School, another replica of the new crest. In making this presentation, the Colonel Commandant in a short speech stressed that it was indeed an important day that the new crest was authorized to be taken into use. It was a token of what the Corps would carry into the future. The horse on the crest was not the old horse of the Cavalry, but signified the purpose and application of horsepower, not for the satisfaction of individuals, but in the service of the State and in the service of our Christian Civilization. "We may not have the numbers," he said," but we have the skill and knowledge and thus we are keeping our advantage over those numbers, and in the end we will win out through the application of power and technology which is not lessening, but increasing every day." As he handed the crest to Lt-Col Dunlop, he emphasized the great personal satisfaction that it gave him to know that the emblem would hang in an honoured place in the home of the Corps.

So ended a memorable day. May all our subsequent RCEME birthdays be as satisfactory and successful as this one.



The 4th Armoured Workshop, Toronto, under the command of Major Ian Malcolm paid a visit to Camp Borden recently, where they were shown through 205 Base Workshop. Members of the unit are shown examining a twin engine Diesel of the type used in the M4A2 medium tank.

(DPR Army Photo)

New Picton Workshop Opened

Left to right: Lt D.N. Ross; Capt W.G. Warren; Lt Col E.C. King; Lt Col Phillips, AA&QMG Eastern Ont Area; Major W.A. Down; Col C.R. Boehm; Lt Col Fisher, OC RCS of A (AA) Picton. Insert left: Capt G.E. Grainger; right: Lt Col H.L.K. Mason. Photo by Capt H.B. Lightfoot

By Capt W.G. Warren RCEME

Great numbers of senior officers have, over the past two or three years, visited RCEME's dumpy little shack at RCS of A (AA), which was called 210 Workshop RCEME, Picton. They had all listened attentively to Capt George Belcher's tales of woe, and promised faithfully they would try to do something about it, and have larger and better accommodation made available.

Poor George, he never saw that day, because along about 15 Feb he took off, having been transferred to 17 Coy RCEME, and left his dreams behind in care of Capt Mike Grainger.

Well, what do you know? Not long after that, the dream began to materialize. The papers were signed and Capt Grainger had a grand big building with nothing in it. After months of dickering with the Engineers for a bit of work here, a little paint there, the '210' boys were ready. That day was 12 Jun 50.

The celebration took the form of a formal parade and march past. The parade was composed of 210 Workshop and 128 HAA Bty from Picton, supported by RCEME School bugle band, and commanded by Major J.D. Hall, RCA. The reviewing officers were Col C.R. Boehm MBE, Lt Col H.L.K. Mason MBE, CEME Central Command; and Lt Col H.A. Phillips AA&QMG, representing Brig G. Walsh DSO.

Col Boehm took the salute, inspected the parade, and then all settled down to watch a very fine and inspiring demonstration by the RCEME School band.

The parade marched off the square and halted, then Col Boehm cut the tape across the entrance and with a short but inspiring talk handed the shop over to Capt Grainger.

Capt Grainger then escorted the inspecting party through the shop. The workshop was a sight to be seen, having been newly painted in accordance with RCEME Corps Instruction No. 12.

The inspecting party consisted of Lt Cols E.C. King, J.R. Dunlop, R.J. Fisher, Majors W.A. Down, Eastern Ontario Area EME Officer, J.W. Routledge RCOC, Lovat-Fraser, RCE, and J.D. Hall, RCA.

After the formal inspection was over, everyone adjourned to the theatre........

The RCEME Workshop

by Lieut H.F. PROTHEROE, RCEME

(The design of RCEME workshops has a fundamental influence on the working lives of all of us. Interest in the design of new workshops can thus be taken for granted. Furthermore, there are no two people in the Corps who see eye to eye on matters of detail in workshop design, let alone basic principles. It follows that since there are about 3000 all ranks in RCEME there must be potentially 3000 different designs of workshop.

With these thoughts in mind, we asked one of the more recently joined members of the Corps to set down his own ideas, allowing him full access of course to any previous literature on the subject. Clearly, therefore, this article is NOT an official statement of policy. Where the author's views happen to coincide with those of the DME (or any CEME) it may be considered to be just a happy (though unremarkable) coincidence.
—Editors RCEME Quarterly.

We know only too well that almost all of our workshops today are located in buildings that are not designed for workshop activities: they are simply the best that could be found at the time.

What is the ideal type of workshop, provided funds are available and time permits of the erection of a permanent building?

As regards size, it seems that the thinking is that a standard type of workshop should accommodate up to one hundred men. The plan should embody up-to-date principles of layout and design. Flexibility is of importance; that is, the building must be able to be used as a second echelon workshop, or a minor base workshop, either in the exclusive role for vehicles, armour or armament, or any combination thereof.

Why a 'hundred-man' workshop? This figure has been stipulated because it appears to be the average number of men required to operate a second echelon workshop. This therefore will be the basis for the design, with provision for expansion as and when the necessity arises. We assume that the building will be a one storey building of permanent steel, concrete and glass construction, and will be 100% fireproof.

Certain basic area requirements have already been calculated in keeping with minimum machine requirements for such a shop. These are shown in the table, Fig 1.

BASIC AREAS — RCEME WORKSHOP SECTIONS

	Basic Dimensions (in feet)	Area Sq ft	Expansion
Machine & Fitters Shop	30 x 40 30 x 40	1,200 1,200	Per fitters' bench add 30 sq ft
Tels Shop	30 x 20	600	For each tels mech over 1 add 30 sq ft
Carpenter Shop	30 x 50	1,500	For each carpenter above 4 add 90 sq ft
Blacksmith, Tinsmith & Welding Shop	30 x 32	960	For extra forge add 90 sq ft For each tradesman over 3 add 60 sq ft
Instrument Shop	30 x 40	1,200	For each instr mech over 6 add 30 sq ft
Armourer Shop	30 x 20	600	For each armourer over 2 add 60 sq ft
Electrical Shop & Bty	30 x 30	900	For each electrician over 3 add 30 sq ft
Tire Shop	30 x 20	600	For each tire mech over 3 add 30 sq ft
Paint Spray Booth	30 x 20	600	
Wash Rack	30 x 20	600	
Tool Crib	32 x 20	640))	No increase visualized unless workshop expands by half its normal size
Spare Parts	40 x 90	3,600)	
Work Area	90 x 180	16,200	

Overall dimensions of the workshop to be approximately 150 ft x 200 ft.

The basic area of the workshop will be increased by 9,900 sq ft when the establishment has been increased by 50. Of this 9,900 sq ft, the tool crib will require 640 sq ft and the spare parts section 1,760 sq ft.

(Based generally on table Item 6, page 2, Agenda of RCEME Conference, Oct 1948.)

We must see that the buildings are adequately heated, insulated and cooled where necessary. Certain sections of the shop that have temperature extremes (eg. blacksmith shop) may have to be compensated for. The type of heating will vary with the locale, in order to provide the most efficient system. Heat losses through open hangar doors in winter can be minimized by motor-operated overhead doors.

Blast considerations apart, wall areas should be largely window glass or glass brick to provide maximum natural lighting. The roof should likewise be a means of admitting as much light as possible consistent with good structural design.

Too much light in the form of glare is as bad as too little illumination in causing eye strain. We must pay attention to locating machines and lighting fixtures properly so that glare is minimized and the desired light arrives from the correct direction, ie. over the shoulder, over head or from the side. CAO 174-30, of 1 May 50 originated by DGMS, deals very thoroughly with this subject, covering the position of luminaries (lights), shielding, glare, brightness ratio, colour schemes, diffusion and stroboscopic effect. The table shown in Fig 2 is an extract from Appendix A to that CAO.

Most workshops today are of a size that provide more than the required minimum of air change for the number of people employed. The necessity of frequently opening the main doors eliminates the problem of air conditioning in the workshop proper. Offices, washrooms and recreational rooms may be adequately conditioned by means of forced air fans.

Comfort of the worker and safety of operation dictates adequate ventilation of paint spray booths, battery, welding, carpenter and vehicle shops. This can be effected by an overall plant exhaust system or individual installations. Probably in the case of a new building the former method would be more economical but the type of exhaust used in a carpenter shop for instance would not work in a paint spray booth, thus here individual systems are required.

Installations and equipments should be installed keeping in mind local fire instructions and accident prevention methods. Other points we might bear in mind are; adequate measures for noise reduction, wall and floor coatings, material handling devices, tool stands and first aid posts.

Foundations, depending on the bearing soil and topography, will depend on locale. This is however an RCE problem.

The locale should be chosen keeping in mind such things as approaches, availability of roads, rail and water ways and services, local building by-laws and other restrictive codes. Adequate surrounding areas for parking, vehicle and equipment storage, should be thought of.

The layout for a RCEME workshop has to be considerably more flexible than that of most commercial undertakings. Normally a civilian plant is developed for a specific purpose. That is, a company producing can-openers and other kitchenware has a building provided which is most suitable for that particular use. This would be a far cry from a building for another steel plant turning out railway flat cars: but in our workshop we must have a building in which we can grind a valve or overhaul a tank or both.

LIGHTING STANDARDS IN
CANADIAN ARMY
WORKSHOPS AND MACHINE SHOPS

Type of Work	Foot Candles Maintained in Service
Rough bench work	20
Medium bench work and machine work, rough grinding, buffing, polishing	30
Fine bench and machine work, fine automatic machine, medium grinding, fine buffing and polishing	100
Extra fine bench work and machine work, extra fine grinding	200
Engraving	200
Paint shops—ordinary hand painting and spray painting	20-30
extra fine hand painting and finishing	100
Forge shops	10
Tire building and repair	30-50
Sheet metal working	30
Wood working—rough sawing and bench work	20
fine bench work, machine work, fine sanding and finishing	50
Welding—general illumination	20
supplemental	1000

(As per CAO 174-30)

Fig 2

Again in civilian industry layouts are designed in two ways, either -

(a) in the production line type where machines and equipments are placed one after the other in a line for the normal flow of operations required in producing the article, or

(b) in the 'colony' type of layout, that is all machines and equipment that are used for like operations are grouped together (lathes here, millers there, and so on)

This facilitates supervision and provisioning of stock.

We can see that the second type has far more application in a RCEME workshop because every job that comes in the door is different from the one before and therefore will not have the same route through the shop in its repair. The first type of layout, however, would have its application in cases such as engine rebuilding where the work is repetitive from day to day and employs the same machines and equipments in the same order.

Flow process charts and diagrams are useful in planning a building layout to prevent bottlenecks and provide the best layout for the least money.

In civilian industry again, the task of preparing flow charts and diagrams is not too involved but in a workshop where we have such a diversity of jobs, the task is much more difficult. Generally speaking a layout that can be kept close to the In - straight through - and Out system seems to be the most efficient. Simply, this is one door for In traffic where the equipment is In-inspected and the necessary paper raised. The job is then detailed to a particular colony of sections in the shop and completed. The final stage is the Out-inspection and delivery of the equipment to the shipper. The distances moved should be the shortest possible with flexibility.

An inventory of major machines and equipments and departments or sections to be accommodated is made, together with ancillary services such as offices, washrooms, recreation and lecture rooms.

Once this is known, an approximate floor area requirement can be found. The next step is to get some idea of what this layout is going to look like. One method to produce a layout is by using scaled templets representing machines on a scale drawing of the proposed building. A templet may simply be a square of paper to represent a machine, showing on it allowances for clearances of moving parts. This is not too accurate because of overlapping in some cases and waste space in others when the layout is put into practice. Another and better, (though more expensive) method is to use three dimensional models which are accurately scaled to represent machines and equipments. These models may show all contours and clearances and provide a perception or vision of depth and overhead clearances which templets lack. (See Fig 3.)

The templets or models should be clearly marked or identified by colour and/or the actual serial number of the machine. In this way no machine or equipment will be forgotten. The templets or models are then moved about on the floor plans until a working arrangement is developed. This can be photographed or traced for record purposes and other arrangements tried. In this way a layout for the shop proper and each section or department individually may be planned. We should remember that people experienced in shop and plant work and the man

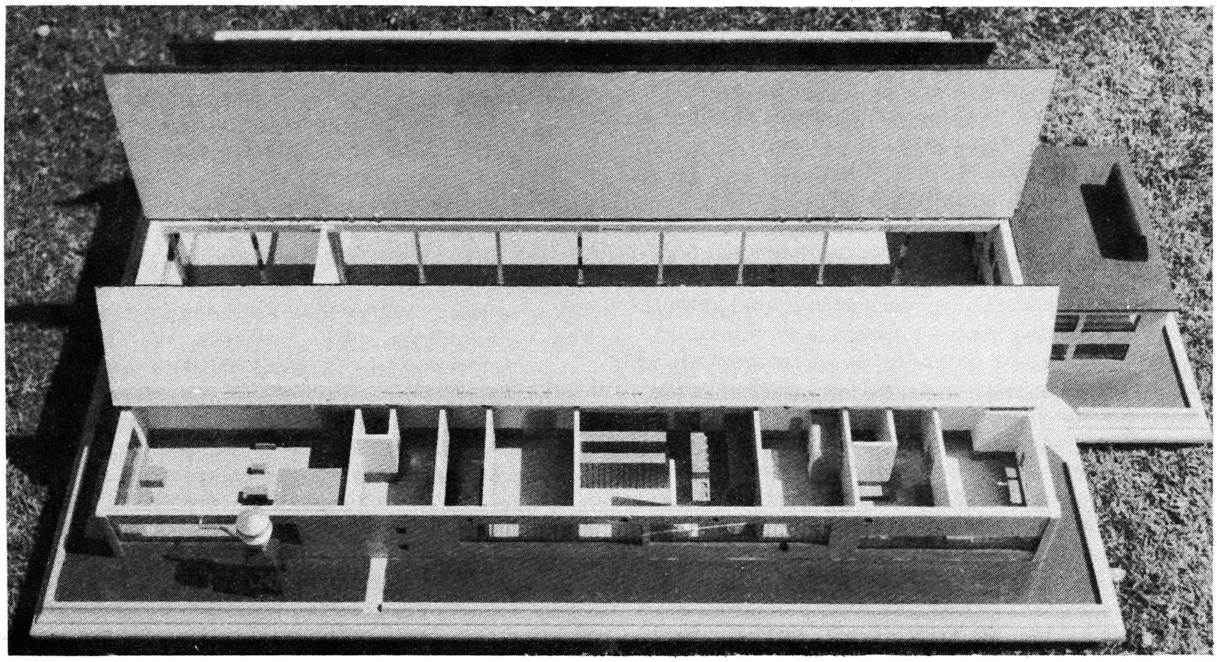
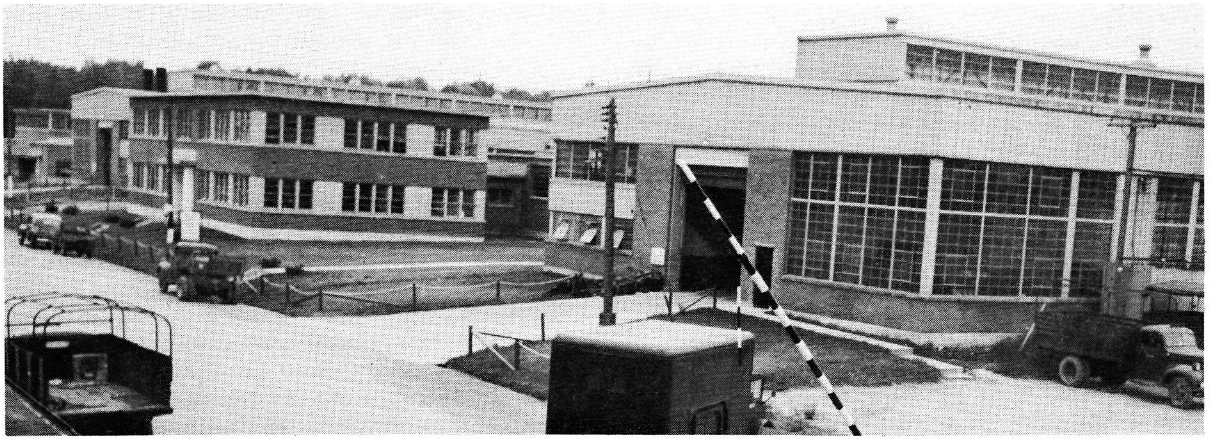


Fig 3



205 Base Workshop, Camp Borden; one of the few buildings now occupied by RCEME designed originally for a RCEME workshop (DPR Army Photo)

who runs a lathe all day, can bring up points that a design planner may not think of, and although the operator may not be able to talk his point he can very easily illustrate it by means of these models. The flow of work on these layouts can be represented by coloured threads or tapes from model to model.

In producing a workable layout we must not overlook some important points:

(a) entrances and exits should be in line with service aisles if possible.
(b) aisles must be wide enough for unobstructed movement of the largest equipment to the machines.
(c) adequate clearance around machinery is a must for safety and maintenance.
(d) provision should be made for storage of materials 'in-process', and the 'set down' space necessary for jobs that are not of the progressive type.
(e) we must keep in mind what operations are to be done on a machine, that is we cannot run a 12 foot plank through a planer if the planer is tight in a corner of the carpenter shop.
(f) the Spare Parts Stores Section and tool cribs must be adequate in size and should be centrally located if possible.
(g) permanent partitions should be installed only where necessary that is to provide heat, dust or sound insulation.
(h) electrical interference sections, or sections in which operations are noisy, hot, dirty, etc, should be isolated from the others for the best working conditions of all concerned.
(j) sections which require special and like services should also be grouped for economy, eg, for compressed air, special power, etc. These services should be brought in through overhead conduit and piping for initial economy of installation and ease of maintenance.
(k) the control office should be located and designed to provide an overall view of the shop, and these together with the OC's office and the general office are the only offices required in a RCEME workshop.
(l) washrooms, locker rooms and canteen should be located together in a central location. The canteen could double as a lecture room.
(m) sections such as blacksmith, tinsmith, welding and machine shops generally tie in together and are therefore grouped side by side to provide continuity of flow of work through them. Those sections which are self contained, ie. tels and instrument sections, can be placed last.
(n) last, but most important, dimensions of doors and space of work areas, should be large enough to accommodate the largest equipments that will enter the shop.

Let us say that there is no such thing as including all points to produce a perfect plan. A compromise must inevitably be made between the ideal plan and a practical working solution if the workshop is ever to be built at all.

(Some of the suggestions made in this article are open to argument and criticism is invited. In the next and concluding article of this series a description will be given of a standard hundred-man RCEME workshop which has in fact been completely designed, although none are slated as yet for immediate construction. —Eds.)

CORPS ASSOCIATION

By Major W.H. ACKHURST

Seated at the head table were (l to r) Brig A.M. Bell-Irving, Lt Col R.F. Jobson, Mr. J.C. Oliver, Brig G.M. Grant, Col N.C. Sherman, Lt Col W.E. MacInnes, Col G.M. Letson and Major H.W. Hagey.

VANCOUVER CHAPTER HOST TO INDUSTRIALISTS

Once again its deadline time for the RCEME Quarterly and, as usual, 'no news', (except from Vancouver). The old expression 'no news is good news' does not apply in this case and we want to see each Group and Chapter sending us all the news of activities in their area as events occur. Let us make our next issue complete with news from all parts of Canada. Remember the ex-officers of our Corps are very interested in knowing what goes on in the other parts of Canada, and this magazine is the means to get this information to them. So our motto will be "all the news that's fit to print".

Our next deadline is August 22, 1950 and we really hope to hear from all of you.

The only formal news sent in to us at the present time came from Vancouver Chapter and they have really done a wonderful job. The last lot of news to come in is even complete with photographs!

The Vancouver Chapter have had four meetings so far this year 'tying in' the last two with the visit of Col C.R. Boehm, MBE, and on the 22nd of May with the visit of Brig G.M. Grant, CBE. As probably some of you know, Brig Grant is taking a trip from Toronto right through to the West for the purpose of visiting the chapter and groups of the RCEME Corps Association to bring them in contact with industrial leaders in the interests of the newly re-organized RCEME Reserve Force. We feel sure that these visits will go a long way to improving relations of the various groups with the National Corps Association.

For the information of the Groups not as yet visited we give you, as follows, the complete report from Vancouver.

"Brigadier Grant's visit here was very successful. The evening of 22nd of May, the Vancouver Group held a dinner in his honor, at the Joint Services Officers' Mess. This was attended by twenty-two members and some thirty guests. The guests were picked on a broad general basis and our idea was to get a cross-section of the leading employers of the type of tradesmen we require in the RCEME Corps.

Col N.C. Sherman was in the chair. By way of introduction, he gave an outline of the history of our Corps, dating back to 1300 AD with the appointment of the Master General of the Ordnance and its development through the centuries, to the actual birth of our Corps, just six years ago. No person is in a better position to do this, as he was the first OME in the Canadian Army.

Lt Col W.E. MacInnes then talked of the Reserve Force in Vancouver and told of the need for help and co-operation of employers of skilled labour, in order for the Reserve Force to be able to build up the unit here to a size that would be of use as a basis for mobilization in case of war.

Brigadier Grant was guest speaker and gave the meeting the big picture, showing how the RCEME Corps Association fitted into the picture with the Reserve Army, the CIPA, the Defence Council and the Government. He also explained how the Reserve was the backbone of the army in case of war and mobilization.

The meeting was then 'thrown open' for discussion and some interesting matters were brought up. Mr. T. Ingledow of the BC Electric told the meeting of the response he got to an offer of engineering assistance he once made to the army here, which was not received with the enthusiasm he had anticipated. He did, however, offer the assistance of his engineering staff in any way possible to the RCEME Corps. Capt McClure of the Reserve Force suggested that there should be some Government program to train unemployed men in army trades. Mr. Morgan of the Vancouver Technical School told the meeting of the lack of students at his school and the trend of students towards white collar jobs, in place of learning trades. Lt Col Inglis of the Association, also of the Vocational Institute, suggested that the facilities of the Institute be used to teach certain trades.

Brig A.M. Bell-Irving of the AGRA here, spoke of the need for trained tradesmen for AA artillery equipment and the possibility of our having to produce them in a hurry. He suggested that we might get large firms to supply groups of tradesmen in a body.

Mr. W.S. Hewson of the CNR suggested that we might approach the Trade Unions of the trades we are interested in and put it up to them to produce the types and quantities of men we require.

Col Letson suggested that firms be supplied with full information on the Reserve Army for their notice boards in order that they can help us to get recruits.

Taken as a whole, the dinner was a complete success and we have a feeling that it has accomplished what we had hoped it would. Since the dinner, we have had very favourable comments from our guests, besides offers of help. For instance, Mr. T.C. Clarke checked up with his employees at the Northern Electric Company and has ten recruits that will make good men for our Telecom Section. As these offers have come in since the dinner, we are sure that it is not just the wine talking, as is so often the case."

List of Guests

Western Bridge & Steel Fabricators Ltd	Brig A.M. Bell-Irving Major E.L. Hartley
City Engineer	Mr. J.C. Oliver
News Herald	Mr. W.D. Stokvis
Sun Newspaper	Lt Col T.W. Toogood
Daily Province	Mr. W.T. Robertson
CPR	Col H.A. Francis
Burrard Drydock	Mr. Wm. Dey
Commonwealth Construction	Mr. Riddell
Van Tech School	Mr. Morgan
Letson Burpee Ltd	Col G.M. Letson
Bloedel, Stewart & Welch, Ltd	Mr. J.E. Gordon
Research Industries Ltd	Mr. J.H. Baldwin
BC Electric Railway	Mr. T. Ingledow
BC Telephone Co	Mr. W.S. Pipes
Northern Electric	Mr. T.C. Clarke
Cdn Gen Electric	Mr. C.A. Morrison
Cdn Westinghouse	Mr. T.H. Crosby
Dominion Bridge	Mr. B. McNamee Mr. Prescott
CNR	Mr. W.S. Hewson
Powell River Co	Mr. J.A. Kyles

Members of Vancouver Group Corps Association, Reserve and Active Forces

Major T.V. LeHuray
Lt Col W.E. MacInnes
Major E.S. Barton
Major H.W. Hagey
Col N.C. Sherman
Capt J.B. Spibey
Capt J.M. Cockburn
Lieut C.G. Lawrence
Lieut W.W. Virtue
Major R.E. Lane
Lieut North
Capt Goodwin
Lieut J.R. Rabey
Major S.J. Wallace
Capt G.L. Patton
Lieut N.E. Hudak
Lieut Bolster
Capt R. McClure
Major Barclay
Capt Fulford
Major R. Bourne
Major R. Rea
Lt Col Inglis
Lt Col R.F. Jobson

* * * * * * * * *

craftsman WONG

It was February 1938. The Japanese, had then just completed their conquest of the Yangtze Valley, including the capture of Nanking, the amphibious operations at Hangchow and the occupation of Chinese Shanghai.

I was riding on the outskirts of Shanghai in company with a senior British Naval officer. My military experience being confined to an extremely minor part in World War I, I asked my companion what lessons had been learned from an observation of Japanese military power and skill during the previous seven or eight months. He replied firmly, "The lesson we have learned is that no major power has anything to fear from the Japanese".

Three years later, the Nazis invaded Russia. Again seeking words of wisdom, I asked another of my acquaintances, a military pundit this time, what his forecast on the operation was. He said "The Germans will cut through the Russians like a hot knife through butter. Look how the Russkis did against the Finns".

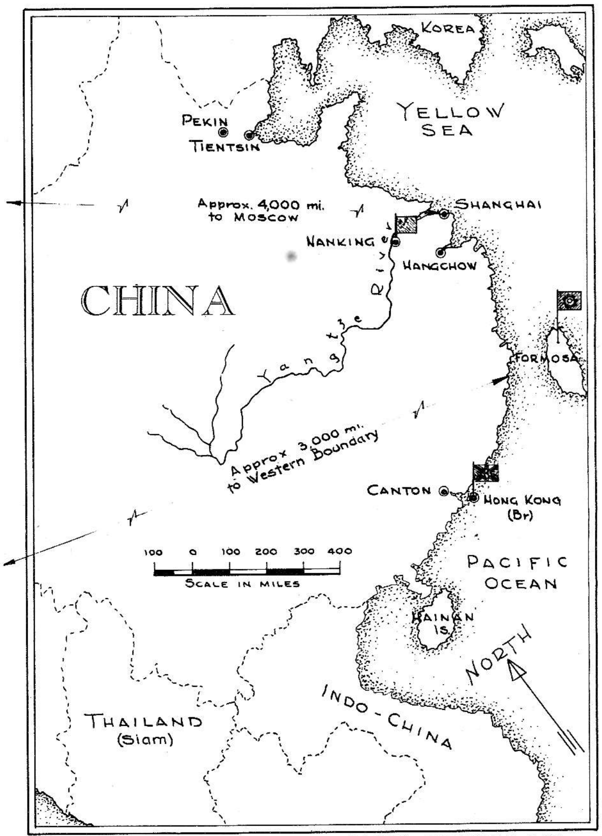
Two morals may be drawn from these conversations. First, you have to ask the right people or you get the wrong answers. Second, it is a dangerous thing to underestimate your opponents.

The purpose of this article is to present a brief sketch of China in its potential role as a source of craftsmen, supporting fighting arms by their mechanical skill and aptitude. It may be questioned whether this is a worthwhile study. Note, then, the following quotation from Col Conrad Lanza in the January - February 1950 issue of 'The Field Artillery Journal' (USA):

> "China appears as a new Russian satelite, with its President Mao Tze-tung at Moscow negotiating a treaty.... This will provide for a great increase of Chinese industrial production rather than of military forces.... In the meantime, greater numbers of Chinese are reported as arriving on Russian territory to work in industrial establishments."

For the most part, Canadian acquaintance with the Chinaman is confined to weekly visits to Wah Sing, the corner laundry man. He is known as a hard working, slightly subnormal individual without outside interests, subsisting on chop suey and chowmein.

The Canadian Wah Sing is almost certainly a Cantonese and knows no Mandarin. In China the only way he could talk to another Chinese from Tientsin would be in English. At home however they would have one thing in common. They would both consider themselves immeasurably superior to the poor dumb foreigners. Incidentally the Japanese go a step further and believe that they are direct descendants of the Sun Goddess. No fooling: that is their literal belief

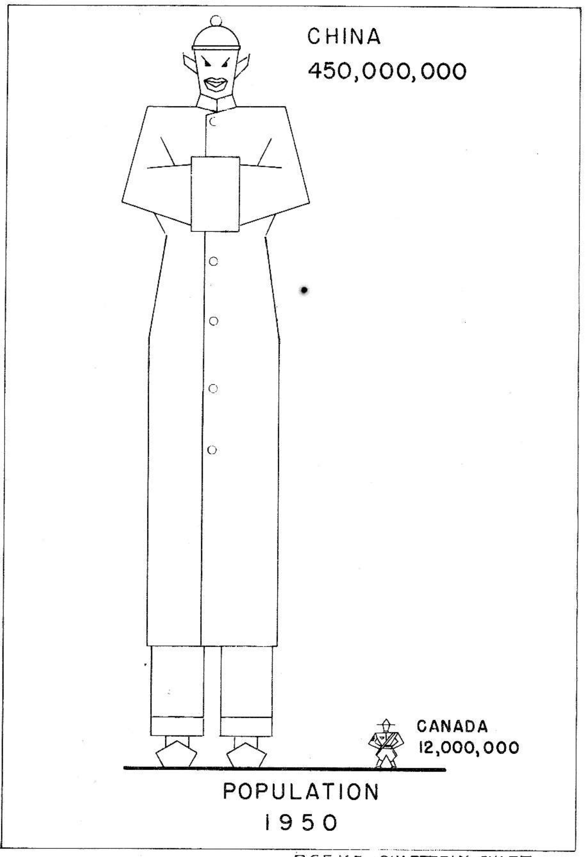


R.C.E.M.E. QUARTERLY MAP

and it stands to reason therefore that they are a Divine Race. This thought took practical form in their recent efforts, almost successful, to establish the Greater East Asia Co-prosperity Sphere.

The Chinese, of course, regards the Japanese every bit as much a foreigner as the Russian, the American or the Sikh. Those Chinese who have sufficient education know that their culture dates back without interruption for four thousand years, at which time the hairy inhabitants of what is now England went about covered in blue woad. The ricksha coolie, who can neither read nor write, knows that Yankees must for sure be stupid or it would not be so childishly easy to cheat them on their fare.

It must be appreciated that mentally the Chinese is no worse equipped than his occidental counterpart. As a merchant he is tops. His low economic condition, and also the fact that China (unlike Western States) has been able to conserve its identity as a nation for so long, are paradoxically both due to the same cause: the intensely individualistic outlook of the Chinese. Contributory causes are his fertility and the fact that the economic or political unit is not State or the Party but the Family. This statement should really be elaborated, but to do so would take us somewhat beyond the scope of this article.



R.C.E.M.E. QUARTERLY CHART

As a manual worker, the Chinese has few equals. Painstaking attention to detail is a feature of Chinese work. The limiting factor to his patience is the thought that if the job is not completed within, say, the next week, the family will starve. They work very near the bone in China, and if there is no money in the house the family just doesn't eat. Centuries of this condition have eliminated the quality of pity from the Chinese makeup. Pity is an emotion which is a luxury to be indulged in only when there is a background of security. The reputation for cruelty that the Chinese has, is due more precisely to the complete absence of pity.

Chinese of the right type have a highly developed mechanical sense. They are adepts at improvisation, as witness the thousands of buses and other vehicles that continue to run after having been driven for miles with wild abandon by non-mechanically-minded drivers. "Can fix" is the mechanics' motto, regardless of the fact that authorized spare parts are and nearly always have been quite unprocurable.

As a shop worker, the Chinese is better than most, provided that a strict system of inspection is laid down. This is made necessary due not so much to lack of skill as to the fact that the Chinese craftsman gets bored with repetition work. He will attempt short-cuts in procedures in order to bring higher bonuses, or will substitute materials that are easier or quicker to work.

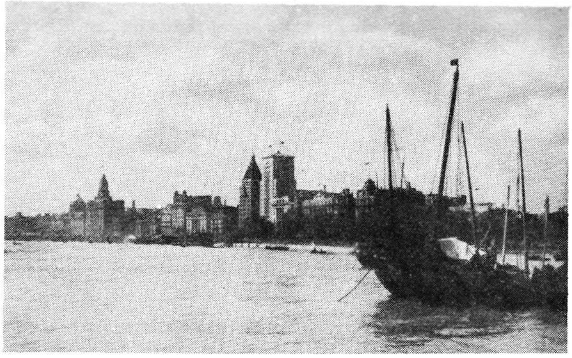
He is anything but lazy, provided any incentive at all is offered. He is in fact the greatest glutton for work the world has ever seen. If he ever makes a mistake, beware of how you bring the fault to his notice. If you make him 'lose face' (look a fool) he just won't work for you any more. This sensitivity is sometimes carried to ridiculous extremes, so that it offends even to show a craftsman by example how to do a job. You can explain it to him verbally, but actually to demonstrate an operation implies that his experience in the art is not up to scratch.

The most startling difference however between occidental and oriental shop practice is in the concept of the relative values of labour and material. On this continent it is the labour cost which is the deciding factor. In China exactly the reverse is true. It follows that labour-saving devices have a hard time getting sold in China. Complete wrecks are painstakingly rebuilt, dents hammered out and surfaces sanded, filled and resanded until a crock that by occidentals would be left to rust in a ravine is brought back to life by Chinese looking brighter than brand new. It seems extraordinary to us how Chinese armies can continue to operate quantities of mechanical equipments without tools, spares or mobile machinery trucks. They don't have army dentists either, but they keep on eating.

So much for China in the field. What could be the base workshop set-up supporting the field organization? The industrial potential?

From the point of view of industrial defence production, in the western sense, China lags far behind Russia, the UK or the USA. There are however three or four important manufacturing centres, namely Shanghai, Tientsin, Canton and Hongkong. The latter is still a British Colony.

Of these cities, much the most important is Shanghai. Almost ten times the size of Toronto (population 6,500,000) it has factories capable of producing practically anything except aluminum, large steel castings, automobiles or aircraft. Quantity production is confined to consumer goods. Textiles, beer, electrical fittings, flashlights and enamelware are normally produced in huge numbers and at incredibly low cost. This in spite of all raw materials having to be imported. There are dockyards and a thousand electrical and mechanical engineering works, foundries and machine shops. Design work may not be their strong point, but who worries about that? In Shanghai they can copy the finest designs in the world and get away with it. There is no patent law in China.



The Bund, Shanghai

This then is the satellite of a potential aggressor. Is he likely ever to pay off his tutors for his political education?

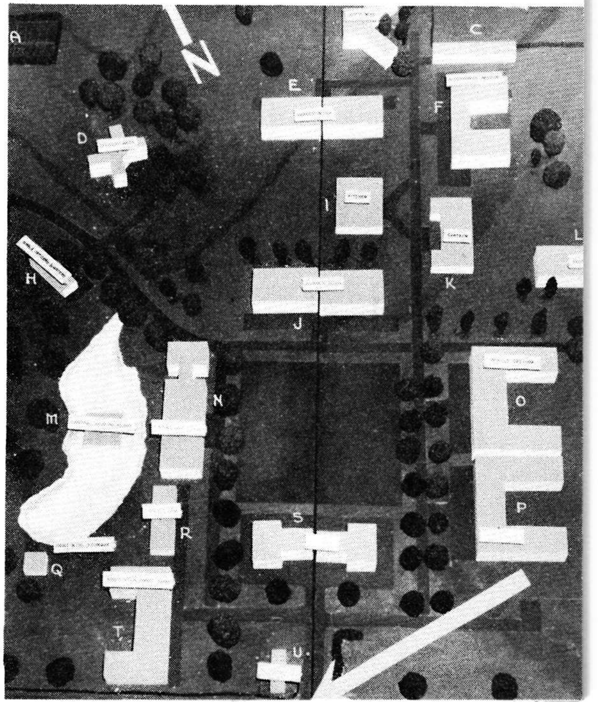
SCHOOL GATE COMPETITION

On page 29 of the April issue we gave some preliminary information in regard to a competition for the best design of an ornamental gate for the RCEME School. This competition is open to any member of the Corps either in the Active Force, Reserve Force, or the Supplementary Reserve, and we are pleased to announce that the RCEME Corps Association has set aside the sum of $25.00 as a prize for the best design.

To your drawing boards, draughtsmen and artists! The best three designs will be published in the Quarterly. The deadline for submission of entries will be 30 Oct and we hope to publish the Prize Committee's final selection in the January 51 issue. Address your entries to The Editor, The RCEME Quarterly, Directorate of Mechanical Engineering, AHQ, Ottawa.

The adjoining photograph shows the proposed future layout of the School, and the arrow indicates the suggested location of the ornamental gate. Tentatively the gate is to be 18 feet long by 8 feet high, and to be fabricated of wrought iron.

A - Tennis Courts
B - Sergeants' Mess
C - Radar Compound
D - Officers' Mess
E - Barrack Block
F - Electronics Section
G - CO's House
H - Single Officers' Quarters
I - Kitchen
J - Barrack Block
K - Canteen
L - Recreation Building
M - Central Heating Plant
N - Corps and GMT Drill Hall
O - Vehicle Section
P - Artizan Section
Q - Paint and Oil Storage
R - QM and Comm
S - Admin Building
T - Armt FCI and Small Arms
U - Guard House



RCEME and Operation REDRAMP

By CAPT DICK KNOX
RCEME Sup Res

(Photos by courtesy Winnipeg Free Press)

The Red River is normally a smooth flowing, rather sluggish stream with high banks at most points. This year however, due to a late thaw and heavy winter snows it roared up from its bed causing millions of dollars of property damage and incalculable discomfort and heartbreak to thousands of southern Manitoba and Northern United States people.

Some idea of the height of this dirty water may be gained from figures taken at Winnipeg, the capital of Manitoba and the largest city on the river. Whereas minimum flood level is considered to be eighteen feet above datum, the peak this year was thirty point three feet. Had the water reached a level of thirty two feet six inches it would have been necessary to carry out the mass evacuation of the city's 300,000 population. Two headlines from the front page of the Winnipeg Free Press illustrate the suddenness of the river's onslaught.

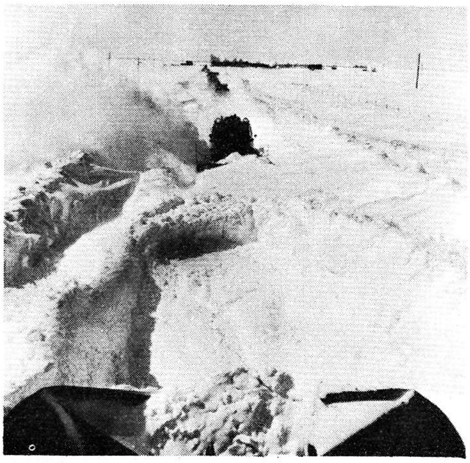
14 April 1950: "ALTONA PEOPLE STUCK ALL NIGHT IN SNOWDRIFTS".

19 April 1950: "FLOODS STRIKE TOWNS IN SOUTHERN MANITOBA"

The Red, which may be considered the northern counterpart of the Mississippi River, follows a winding course like a drunken snake for three hundred and fifty miles from Lake Traverse on the Minesota—North Dakota border to Lake Winnipeg in Manitoba. Winding at least nine times on its course through the centre of Winnipeg the Red is joined by the large Assiniboine and smaller Seine and LaSalle Rivers, cutting the city into bits and pieces.

Normally Winnipeg citizens do not think about their rivers for the city is amply served by bridges and the water is a long way beneath them. However, in this year of 1950 Winnipeggers saw the necessity of their bridges. Had these been knocked out, communication would have been nil and the city reduced to a group of isolated areas.

The spilling over of the meandering Red was declared a national emergency on 5 May 1950 and the army under Brig R.E.A. Morton DSO, took over the fight. Thus at 1000 hours 6 May, Operation Redramp was launched against a relentless eroding enemy.



APRIL 14 AND APRIL 19, 1950

A flood headquarters was set up in the centre of the city at the Provincial Legislative Building. It consisted of two distinct sections: Evacuation, where Major Bruce Screaton, Sask Area EME, was a prominent figure; and Operations, where Lt Col C.M.R. Elmsley acted as senior staff officer.

The city was set off in sectors logically divided by the winding Red, with HQ Prairie Command at Ft Osborne Bks acting as rear HQ.

Behind the scene of sectors and commanders, rivers and dykes, RCEME services were strained to capacity.

Lt Col C.M.R. Elmsley at Flood Control HQ left Lt Col G.F. Bradbury to take over HQ RCEME Prairie Command on his own with no customary introductions. With Major Don Smiley he soon had the rather loosely knit original organization molded into a smoothly functioning machine. The Comd EME's office ran on a 24-hour basis handling all matters of policy and co-ordination.

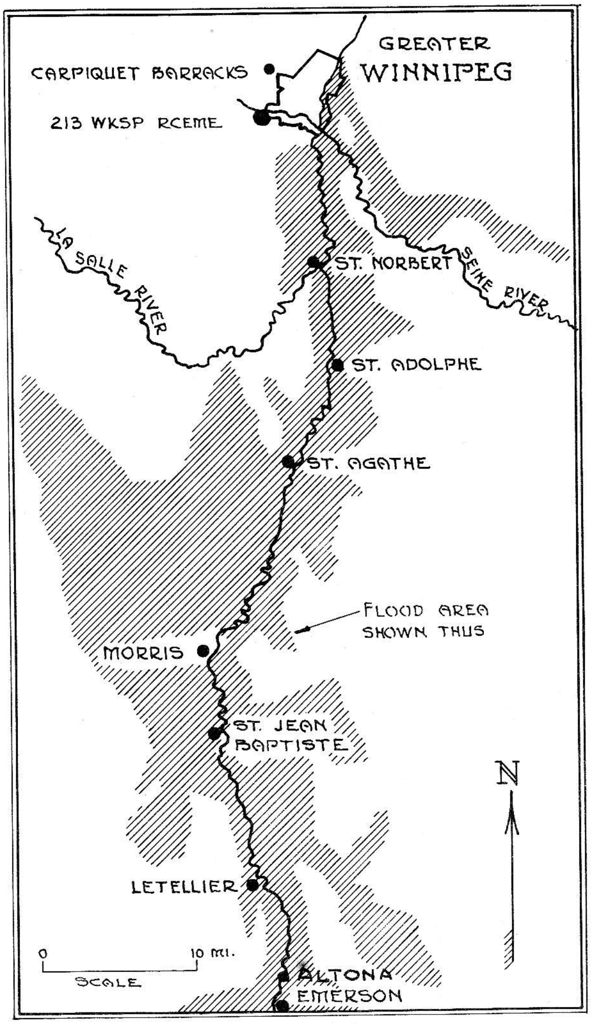
The 'fighting unit' in the battle was 213 Workshop RCEME Winnipeg, commanded by Capt Miles Morgan. With his staff augmented by the following personnel, RCEME in Redramp came very close to becoming a Dominion-wide effort.

From 202 Base Workshop, Montreal, came WOI J.F. O'Connor, Cpl L.H. Jodoin, and Cfn J.G. Nelson; 211 Base Workshop, Regina, sent L/Cpl H.N. Irvine, Cfn J.M. Atwell, H.J. Beatty, R.L. Chamberlain, E.A. Butler, J.F. Brhelle, G.S. Devitt, G.A. Hurlburt, W.E. Larson, A.C. Noble, A.S. Cameron and E.H. Neufeldt. 212 Workshop, Shilo, sent L/Cpl S.A. Gillis, Cfn J. Brace, G.H. Edwards, W.E. Forbes, A.M. Hunter, G. Irvine, B.E. Williams and G.A. Walters; 222 Workshop, MacDonald (Man) sent Cfn G.A. Armstrong and W.T. Smith. Cfn D.V. Abenstein and L.H. Moffatt came from 221 Workshop Rivers and L/Cpl W.B. White from CJATC, also Rivers. RCS of A, Shilo, sent Cfn C.G. Gunness and 10 Sec A&T Staff sent Sgt R. Livingstone.

HQ 10 Coy and Comd RCEME HQ supplied officers to cover the various shifts with inspection staffs being utilized as well, with twenty-four hours a day operation the rule. 222 Workshop at MacDonald operated at capacity turning vehicles out of the Mobile Reserve to get the battle 'on wheels'.

HQ RCEME 6 Armd Div and 16 Armd Workshop of the Reserve Force took on the job of maintaining the St Boniface dyke under the direct command of Lt Col Barr Millar. Their forces were augmented by 402 Auxiliary Squadron RCAF.

The normal role of RCEME was amply taken care of by the operation of a number of recovery and repair posts at strategic points throughout the city and suburbs. The workshop itself was geared to give emergency repairs. The various civilian garages gave magnificent co-operation on local contract work.



RCEME QUARTERLY MAP

However, RCEME was also called upon to (a) drive ambulances for the RCASC; (b) drive amphibious vehicles for the RCN; (c) operate searchlights for the RCA; (d) deliver RCOC equipment; (e) do first echelon repairs for RCASC; (f) charge batteries for RCN vehicles; (g) do heavy lifting for RCN; (h) recover for RCN and RCMP; and (j) supply staff for flood control HQ.

At flood control HQ the word must have been, "when in doubt, ask RCEME".

Redramp began on the 6th of May but

RCEME in Manitoba was flood conscious much earlier than this.

Cpl W.S. Stewart was despatched to Emerson on the North Dakota—Manitoba border on 20 Apr driving a Weasel and Cfn F. Sutton arrived on 26 Apr to assist. They did a heroic job in this completely flooded town until they moved to Morris on the 28th. The newspapers gave them a great deal of credit for their selfless work in evacuating everything from families to livestock.

On the 27th Cfn J.G. Jarman was despatched from Winnipeg with another Weasel for Emerson. Before any work could be done with this vehicle it went to a gurgling grave, having been holed enroute. Cpl Stewart and his party then left Emerson to take up the battle at Morris, another flooded town some twenty-six miles north.

It was now 1 May, still five days before Redramp, when Cpl Stewart, Cfn Sutton and Jarman met Cpl E.A. Peck and Cfn G.K. Lane at Morris. The latter two had brought a DUK(W) from Winnipeg. Sandbagging and evacuation were the jobs carried out by this vehicle and the Weasel under RCMP direction.

On 4 May Lt Fred McNaughton took twenty-two men to assist in the dyking operations around Ravenscourt School in Winnipeg. Redramp was still to begin!

At 1000 hours on 6 May Operation Redramp began. Lt Col Elmsley ordered 213 Workshop to operate on a 24-hour basis, then departed for flood control HQ.

Twelve hour shifts were organized by the workshop with Capt Miles Morgan, Capt Wally Beddard, Capt Jake Molloy, Lt John Boughton, Lt Fred McNaughton and 2/Lts Daviss and Alexander working with the shifts. Officially twelve hours was the shift but many more hours were put in by some recovery crews.

The DUK(W) at Morris returned to the workshop and was almost immediately despatched to evacuate people and carry food to stranded animals. On 10 and 11 May, 300 people were evacuated from St Jean to Morden by DUK(W) and two Game and Fisheries boats.

From 12 May until the 30th, 213 Workshop operated in three eight-hour shifts, these being filled out with the personnel mentioned above. The demand for RCEME services increased daily from 6 May onward, and local contract services were demanded increasingly. Only work requiring less than ten hours was done in the workshop.

Although Redramp was hard work and the feeling of disaster for so many unfortunate people was ever present, it had its lighter side.

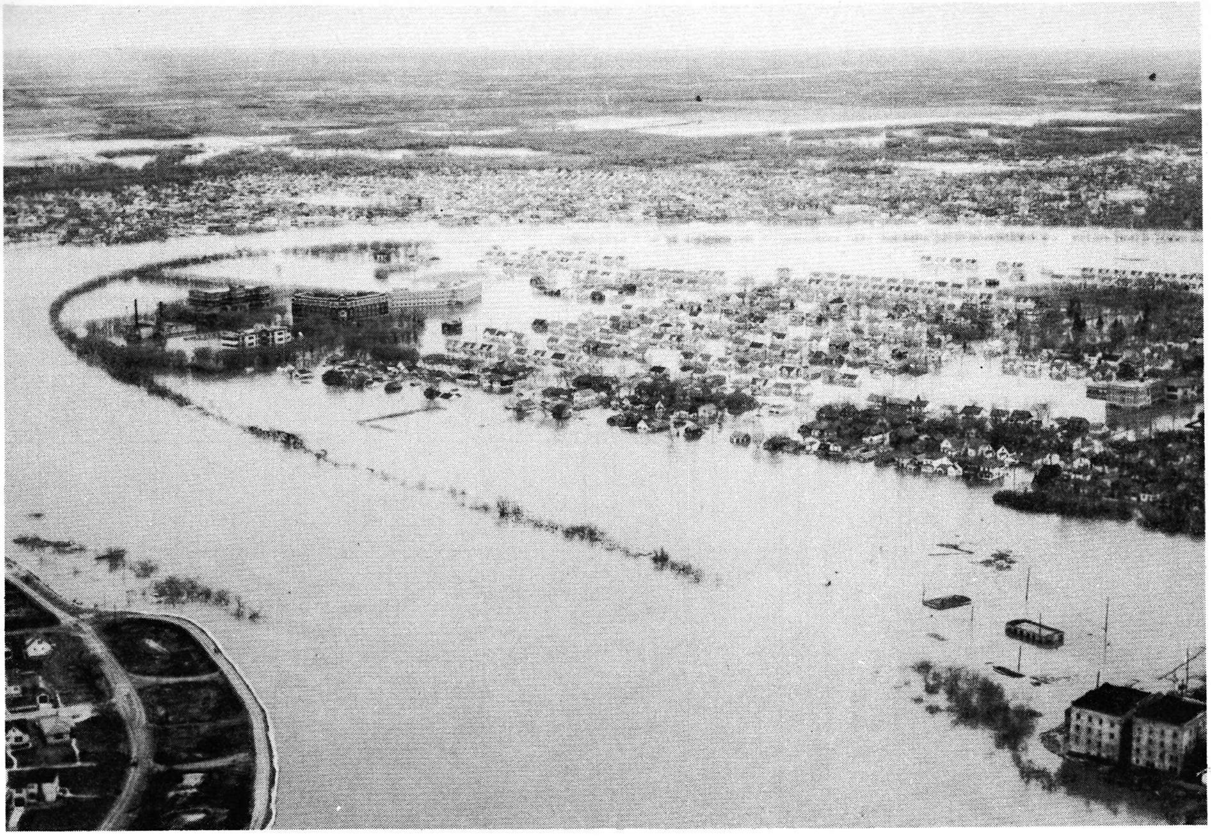
Cpl W.S. Stewart saving beautiful Emerson

Cpl E.A. Peck and Cfn G.K. Lane with newsmen and supplies in Morris

Cfn G.K. Lane on the bow, driver is Cpl E.A. Peck; evacuating the Morris Hospital

Cfn F. Sutton and DUK(W) driven by Cpl E.A. Peck. Elm Park (later completely inundated) is seen in the background.

For instance, there was the 'abandoned breakdown'. According to Cfn T.L. Day it happened this way. In the midst of all the hustle and bustle around the St Boniface area a breakdown was allegedly abandoned and 213 Workshop duly informed. 2/Lt Don Alexander was



Extensive flooding of St Vital (in background), Riverview District (fore and middle ground) and part of the famous Lyndale Dyke in the lower left corner. The inundated King Edward, King George and Princess Elizabeth hospitals are left to right in middle ground. The winding river course is indicated by the tree line.

despatched to check this situation. He picked up Cfn Day and they cruised through the milling St Boniface district for something over an hour then returned to sector HQ to find that the breakdown they drove and the one they searched for were one and the same!

Here's the explanation. At 2330 hours the driver on the 1200 to 2359 shift was having coffee and his vehicle was parked outside. An officer drove by and saw what he thought was an abandoned vehicle. The breakdown driver finished his coffee and returned to sector HQ and was relieved by Cfn Day at 2359 hours. A phone call came to the workshop office and 2/Lt Alexander (after picking up Cfn Day in **THE** breakdown) went to look into the abandoned vehicle situation. St Boniface was thoroughly searched before the mixup was straightened out.

****

Cfn D.F. Unger smiled as he turned the DUK(W) he was driving over to his relief driver — a Naval lieutenant.

****

The RCN had troubles also, and here is one we won't let them forget.........

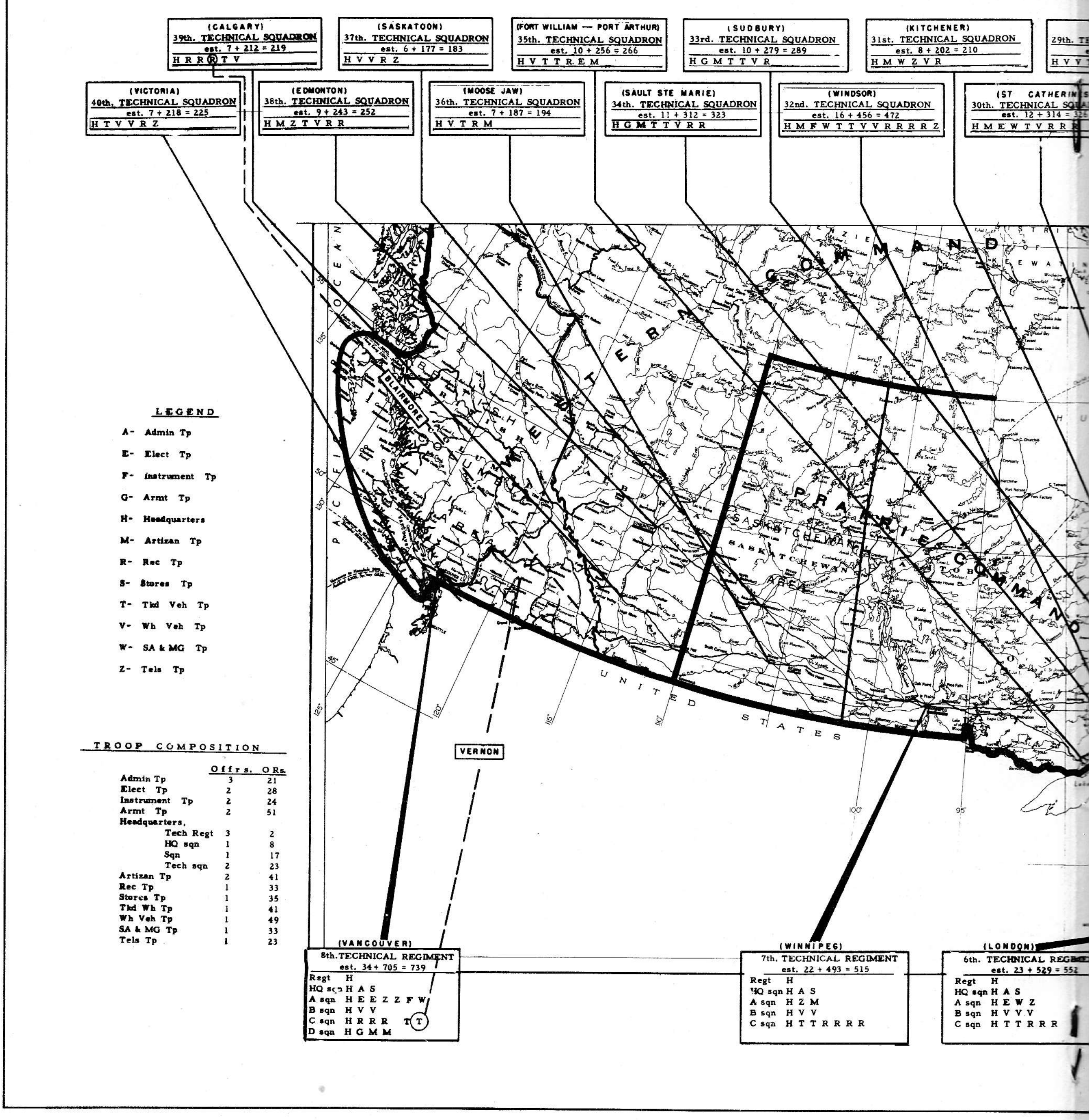
213 Workshop off-loaded from a flatcar, six DUK(W)s and delivered them to the Navy who were to take charge of amphibious operations when Redramp began. Arriving at HMCS Chippewa they were promptly outfitted with flags, etc., and were thereafter known as 'ships'.

The first one taken out went roaring away to flooded St Mary's Road in St Vital, hit the water in great form and then proceeded to gurgle to the road bed! The main plugs were still sitting on the shelf and to the right of the petty officer driver. Another RCEME recovery job!

****

And still another recovery job, with a touch of pathos. At one point in the flood the King George Hospital had been evacuated, two 'iron lung' patients with the rest. However, the generators which are necessary for the functioning of the 'lungs' were left behind and RCEME was asked to get them out.

RCEME RESERV



(CALGARY)
39th. TECHNICAL SQUADRON
est. 7 + 212 = 219
H R R Ⓡ T V

(SASKATOON)
37th. TECHNICAL SQUADRON
est. 6 + 177 = 183
H V V R Z

(FORT WILLIAM — PORT ARTHUR)
35th. TECHNICAL SQUADRON
est. 10 + 256 = 266
H V T T R E M

(SUDBURY)
33rd. TECHNICAL SQUADRON
est. 10 + 279 = 289
H G M T T V R

(KITCHENER)
31st. TECHNICAL SQUADRON
est. 8 + 202 = 210
H M W Z V R

29th. T
H V V

(VICTORIA)
40th. TECHNICAL SQUADRON
est. 7 + 218 = 225
H T V V R Z

(EDMONTON)
38th. TECHNICAL SQUADRON
est. 9 + 243 = 252
H M Z T V R R

(MOOSE JAW)
36th. TECHNICAL SQUADRON
est. 7 + 187 = 194
H V T R M

(SAULT STE MARIE)
34th. TECHNICAL SQUADRON
est. 11 + 312 = 323
H G M T T V R R

(WINDSOR)
32nd. TECHNICAL SQUADRON
est. 16 + 456 = 472
H M F W T T V V R R R R Z

(ST CATHERIN
30th. TECHNICAL SQ
est. 12 + 314 = 32
H M E W T V R R

LEGEND

- A- Admin Tp
- E- Elect Tp
- F- instrument Tp
- G- Armt Tp
- H- Headquarters
- M- Artizan Tp
- R- Rec Tp
- S- Stores Tp
- T- Tkd Veh Tp
- V- Wh Veh Tp
- W- SA & MG Tp
- Z- Tels Tp

TROOP COMPOSITION

	Offrs.	ORs.
Admin Tp	3	21
Elect Tp	2	28
Instrument Tp	2	24
Armt Tp	2	51
Headquarters,		
Tech Regt	3	2
HQ sqn	1	8
Sqn	1	17
Tech sqn	2	23
Artizan Tp	2	41
Rec Tp	1	33
Stores Tp	1	35
Tkd Wh Tp	1	41
Wh Veh Tp	1	49
SA & MG Tp	1	33
Tels Tp	1	23

(VANCOUVER)
8th. TECHNICAL REGIMENT
est. 34 + 705 = 739

Regt	H
HQ sqn	H A S
A sqn	H E E Z Z F W
B sqn	H V V
C sqn	H R R R T Ⓣ
D sqn	H G M M

(WINNIPEG)
7th. TECHNICAL REGIMENT
est. 22 + 493 = 515

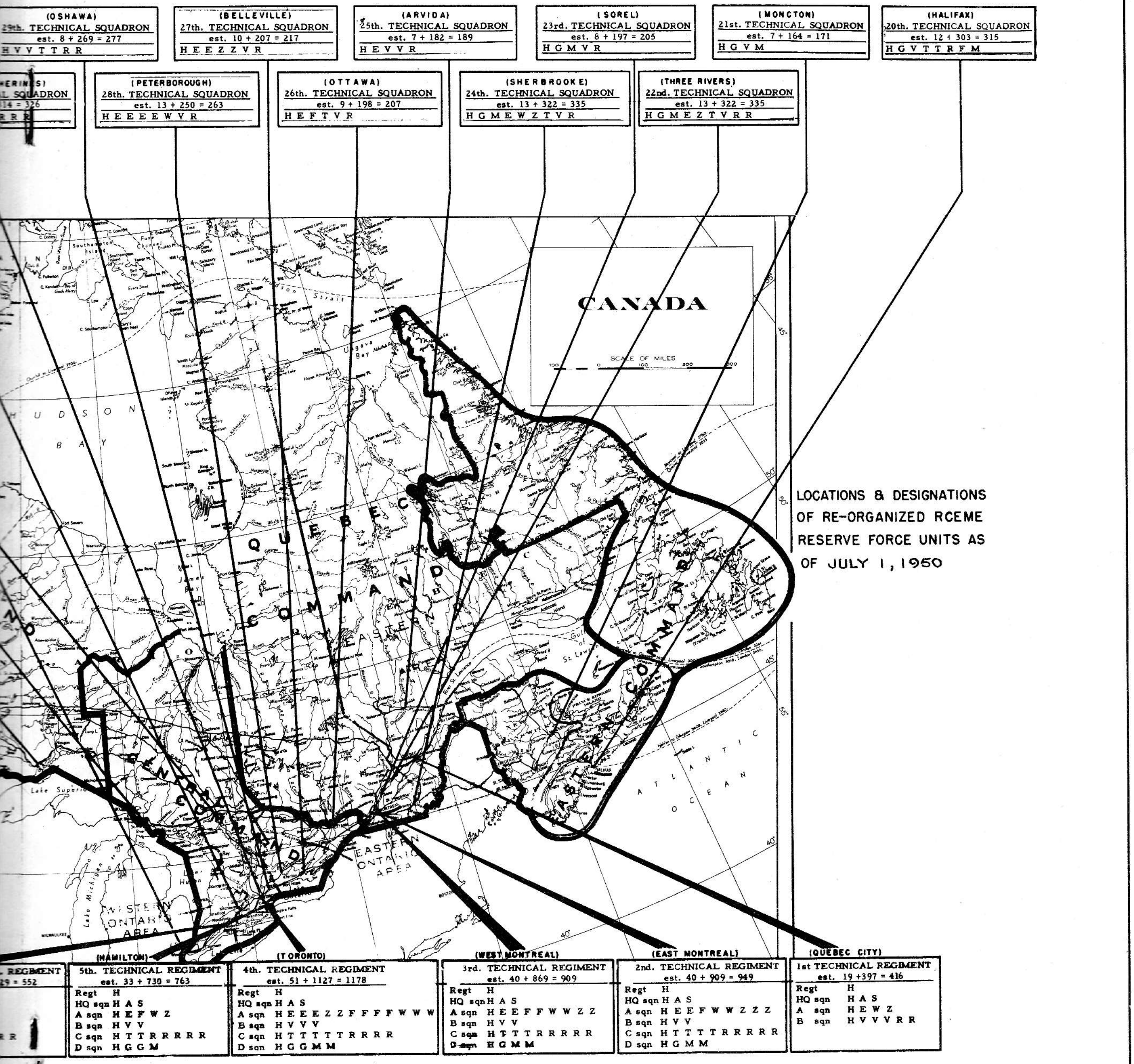
Regt	H
HQ sqn	H A S
A sqn	H Z M
B sqn	H V V
C sqn	H T T R R R R

(LONDON)
6th. TECHNICAL REG
est. 23 + 529 = 552

Regt	H
HQ sqn	H A S
A sqn	H E W Z
B sqn	H V V V
C sqn	H T T R R R

In our April issue we wrote at some length on the ideas and principles which led to the reorganization of the RCEME Reserve Force into its present form.

RVE FORCE



(OSHAWA)
29th. TECHNICAL SQUADRON
est. 8 + 269 = 277
H V V T T R R

(BELLEVILLE)
27th. TECHNICAL SQUADRON
est. 10 + 207 = 217
H E E Z Z V R

(ARVIDA)
25th. TECHNICAL SQUADRON
est. 7 + 182 = 189
H E V V R

(SOREL)
23rd. TECHNICAL SQUADRON
est. 8 + 197 = 205
H G M V R

(MONCTON)
21st. TECHNICAL SQUADRON
est. 7 + 164 = 171
H G V M

(HALIFAX)
20th. TECHNICAL SQUADRON
est. 12 + 303 = 315
H G V T T R F M

ERIN S)
L SQUADRON
14 = 326
R R R

(PETERBOROUGH)
28th. TECHNICAL SQUADRON
est. 13 + 250 = 263
H E E E E W V R

(OTTAWA)
26th. TECHNICAL SQUADRON
est. 9 + 198 = 207
H E F T V R

(SHERBROOKE)
24th. TECHNICAL SQUADRON
est. 13 + 322 = 335
H G M E W Z T V R

(THREE RIVERS)
22nd. TECHNICAL SQUADRON
est. 13 + 322 = 335
H G M E Z T V R R

LOCATIONS & DESIGNATIONS OF RE-ORGANIZED RCEME RESERVE FORCE UNITS AS OF JULY 1, 1950

REGMENT
29 = 552
R R

(HAMILTON)
5th. TECHNICAL REGIMENT
est. 33 + 730 = 763
Regt H
HQ sqn H A S
A sqn H E F W Z
B sqn H V V
C sqn H T T R R R R R
D sqn H G G M

(TORONTO)
4th. TECHNICAL REGIMENT
est. 51 + 1127 = 1178
Regt H
HQ sqn H A S
A sqn H E E E Z Z F F F F W W W
B sqn H V V V
C sqn H T T T T T R R R R
D sqn H G G M M

(WEST MONTREAL)
3rd. TECHNICAL REGIMENT
est. 40 + 869 = 909
Regt H
HQ sqn H A S
A sqn H E E F F W W Z Z
B sqn H V V
C sqn H T T T R R R R R
D sqn H G M M

(EAST MONTREAL)
2nd. TECHNICAL REGIMENT
est. 40 + 909 = 949
Regt H
HQ sqn H A S
A sqn H E E F W W Z Z Z
B sqn H V V
C sqn H T T T T R R R R R
D sqn H G M M

(QUEBEC CITY)
1st TECHNICAL REGIMENT
est. 19 +397 = 416
Regt H
HQ sqn H A S
A sqn H E W Z
B sqn H V V V R R

The map above shows where the new or redesignated units are located, their composition and the composition of each troop.

Keep this map for ready reference.

COTC RCEME

Cadets J.A. Boddy, T. Matusi and H.D. Plunkett at RCEME School Camp Borden being shown how to rewind a 550V motor. Their instructor is L/Cpl R. Turcotte.

By LT COL H.G. CONN Senior Instructor COTC, The RCEME School

Now that the 1950 Practical Training Phase has started for the COTC RCEME it may be well to review the 1949 session and in particular the lessons that were learned from which some benefit was obtained.

The 1949 session opened early in May with First Phase being carried on at the RCEME School for approximately 90 cadets; Second Phase at the RCEME School Montreal Detachment at 202 Base Wksp for 42 cadets; and the Third Phase at the RCEME School Borden Detachment at 205 Base Wksp for 27 cadets.

The First Phase was interesting because this was the first time we had met these prospective officers. On the whole, they represented a good cross-section of the engineering student body across Canada. There were a few here probably better suited to some other walk of life and these men have wisely chosen other fields of endeavour. The balance ranged from 'outstanding' to 'below average'. The cadets who were rated 'outstanding' will bear watching. Many of the 'below average' boys were so rated because of immaturity. This was only to be expected when you consider that they had just completed first or second year at the university. Undoubtedly, some of these men will rise to a status of 'outstanding' by the fall of 1951.

An interesting difficulty that presented itself was the 'other ranks' complex. Some of the cadets had seen four years' service or more in the ranks. The barrier that had been built up over many years afforded a very difficult handicap to overcome. Those who met it squarely and succeeded in putting it behind them have undoubtedly benefited from it. The remainder will drop by the wayside.

Regarding their seven weeks' military training it is felt that this is sufficient time for each platoon to reach the optimum state of perfection as far as this phase of their training is concerned. The artisan training was conducted on an instructional basis. This is possible at the school as 'training' is their production. It is the opinion of the officials of the Association of Professional Engineers of Ontario that training received by the cadets is better than could be offered by industry. The training consists of instruction by actual operation on the normal machine tools found in the various army and industrial workshops.

Second Phase training was different to the First Phase in that a rigid syllabus could not be followed. Forty odd cadets were superimposed on the normal staff of 202 Base Wksp Montreal where production is an unescapable factor. Consequently a previously established syllabus can only act as a guide. The policy was established early in the summer of having a cadet or pair of cadets follow through a repair of a piece of equipment, eg, engine driven air compressor, to final testing. This not only covered all phases of the repair but gave the cadets a sense of having accomplished something. Instruction on wireless equipment and 'B' vehicle assemblies has always been difficult in a production shop, and this summer was no exception.

Third Phase training was interesting because here were the cadets who had indicated by their action that they were interested in the army. With a reduced number of cadets this Third Phase was an interesting period of assessment and personnel selection. It was assumed that they were all good prospects, and it remained only to select the field in the army in which the particular cadet would show up to best advantage. Details of their technical training were not too important at this phase. There was a syllabus which again acted only as a guide. All their work was good experience. It was interesting to note that one team of cadets repaired a General Motors 2-cycle Diesel, and obtained a higher horsepower rating on the dynamometer after assembly than did the regular team of civilian mechanics.

The success of the plan at 202 and 205 Base Workshops depended to a large extent on the high degree of co-operation that existed between the workshop personnel and the COTC. The type of co-operation that existed is not the type that can be legislated. It was obvious from the beginning that Major Beddows and Major McLarnon in Second Phase and Major Whittingham in Third Phase had a sincere personal interest in the success of the cadets who were taking their training within their respective shops. The program as a whole was guided by DME and his staff. Intermediate details were handled by the normal staff at the RCEME School with assistance from certain supplementary reserve officers called out for this particular duty. The intimate details of the plan were followed by Major Appleton at 202 and Major Cram at 205.

2/Lt G.S. Roy and OC A.A. MacIsaac at the RCEME School Camp Borden. Their instructor Cpl R. Turcotte is demonstrating a magneto testing machine.

It is felt that the success of the practical training of COTC RCEME during the summer of 1950 and in future summers will continue to depend as in the past upon the quality of the instructors.

(DPR Army Photos)

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A HOME AWAY FROM HOME

When completed and furnished according to specifications, the 250-man, two-story barrack block at the RCEME School will be one of the finest looking army buildings in Canada, according to Major J.C. Lovat-Fraser, engineering officer for Eastern Ontario Area.

There will be two similar barrack blocks, each 284 feet in length by 111 feet deep. They will each contain 70 four-man bedrooms, 16 by 20 feet Four senior NCO's rooms, two corporals rooms and four large washrooms with showers and toilets; four laundry rooms, drying rooms and trunk rooms, besides a lounge and telephone booths will complete each block.

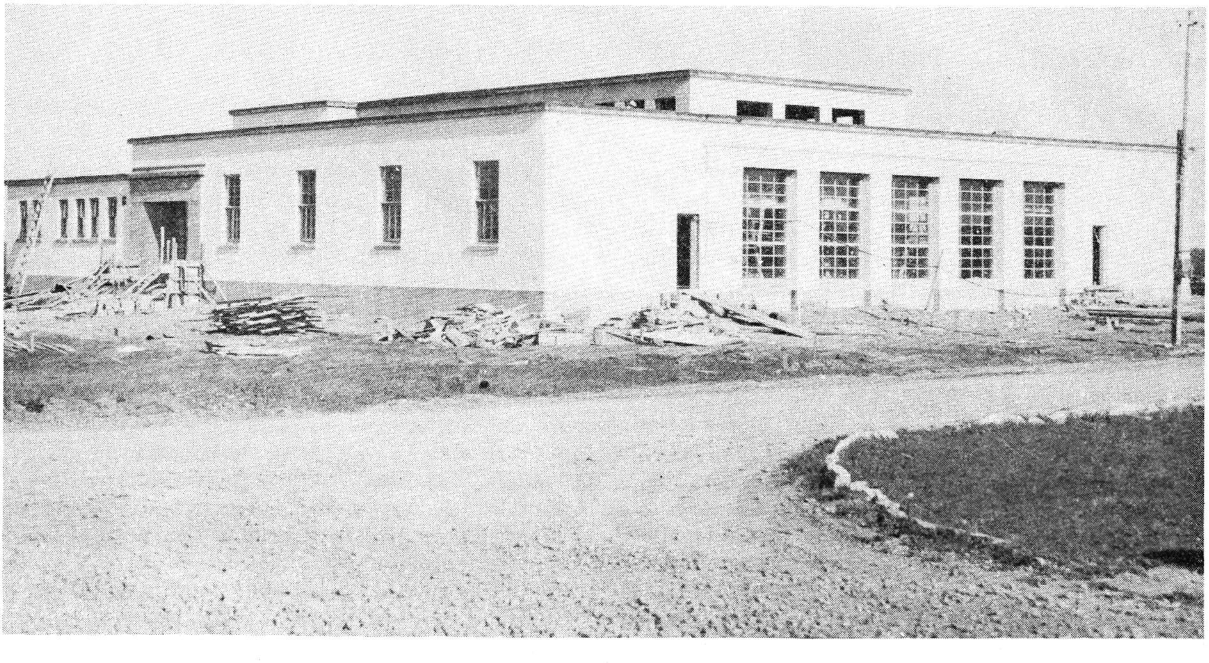
A complete fire alarm system and a public address system operated from the orderly room on the main floor will provide for maximum safety in any emergency.

Each bedroom will contain four individual beds, study desks with permanently fixed lamps, and a private locker for each man.

The main entrance will be imposing, with a broad concrete stair leading to a front portico over heavy aluminum and bronze doors. Terraced flower beds and lawns will grace the approach and a small park area will be built close to the completed buildings. A sports field will be provided on the open part of the school grounds in front of the men's mess and barracks.

Inside the building everything will be the most modern obtainable. Terrazo tile floors in all corridors; accoustic perforated wall and ceiling materials; steel sashed windows with roller shades, pastel decorating will be among the amenities to make the barracks as much as possible, a home away from home.

MEN'S MESS



The new men's mess nearing completion at the school. Photo by Capt H.B. Lightfoot about the end of May 1950.

RESERVE FORCE

"REDRAMP"

(Based on RCEME Reserve Redramp Diary)

One of the last large hospitals in the Manitoba flood area to be affected by the rising water was the St Boniface just across the Red River from the center of Winnipeg. Because so many patients had been evacuated to the city from smaller hospitals all along the river from Emerson north, it was extremely urgent that St Boniface be kept open at all costs. The 'Defence of St Boniface Hospital' was given top priority and Lt Col B.H. Miller, OBE, ED, CREME 6 Div Winnipeg, was given command of the operation.

Members of HQ RCEME 6 Armoured Div and 16 Armoured Workshop, Winnipeg, were summoned by telephone to Carpiquet Barracks in the morning and early afternoon of May 6, before Reserve Force units were called out by order of the GOC, At 1400 hours the first party of two officers and seventeen other ranks, under Lieut J.K. Sullivan, assembled and moved to 436 Assiniboine Ave. A second party, consisting of eleven other ranks under Major G. O'Neill followed half an hour later, and they were all directed to go to St. Boniface Hospital.

To quote from the diary; "At the critical peak of the flood there was RCEME (not a front line corps, mind you!) directing, administering and maintaining; 402 Auxiliary Squadron RCAF (picture the jet-fighter boys in hip waders) slinging sand-bags, and how they built them up! the Navy and City Engineering Staff manning the pumps; Royal Winnipeg Rifles cadets as runners; civilians helping in all departments and running canteens; Grosvenor Taxi providing rapid communication and transferring people; a motorcycle club providing despatch riders, and lastly, the Sisters of Charity Grey Nuns keeping house for the roughest, toughest, muddiest and most tired people they had ever seen. The RCASC set up a petrol point on 9 May, and later provided rations, which they and the Sisters prepared and served. Communications were provided by the Manitoba Telephone System through the hospital switchboard, by Navy direct line to HMCS Chippewa, by RCAF wireless to Stevenson Field, by RCAF field phones along the dyke and Provencher Cadets with '58' sets."

The diary shows that on 10 May all ranks RCEME were still on twelve to eighteen hour shifts, although later eight hours shifts were worked. By 18 May, as no overnight rise in the water was recorded, leave when off duty was given for the first time.

On the morning of 22 May RCEME moved to Polo Park, about three miles up the Assiniboine River from where it empties into the Red, just 16 days after the move into St Boniface. As the Assiniboine showed no rise in level, the order was given to stand down. Stores were checked in at Carpiquet Barracks on 26 and 27 May, after two very hectic and one quiet weeks of struggle on the home front.

The unit derived great benefit by serving together — nine officers and fifty other ranks — with many new-found friends attached: sailors, soldiers, airmen and civilians.

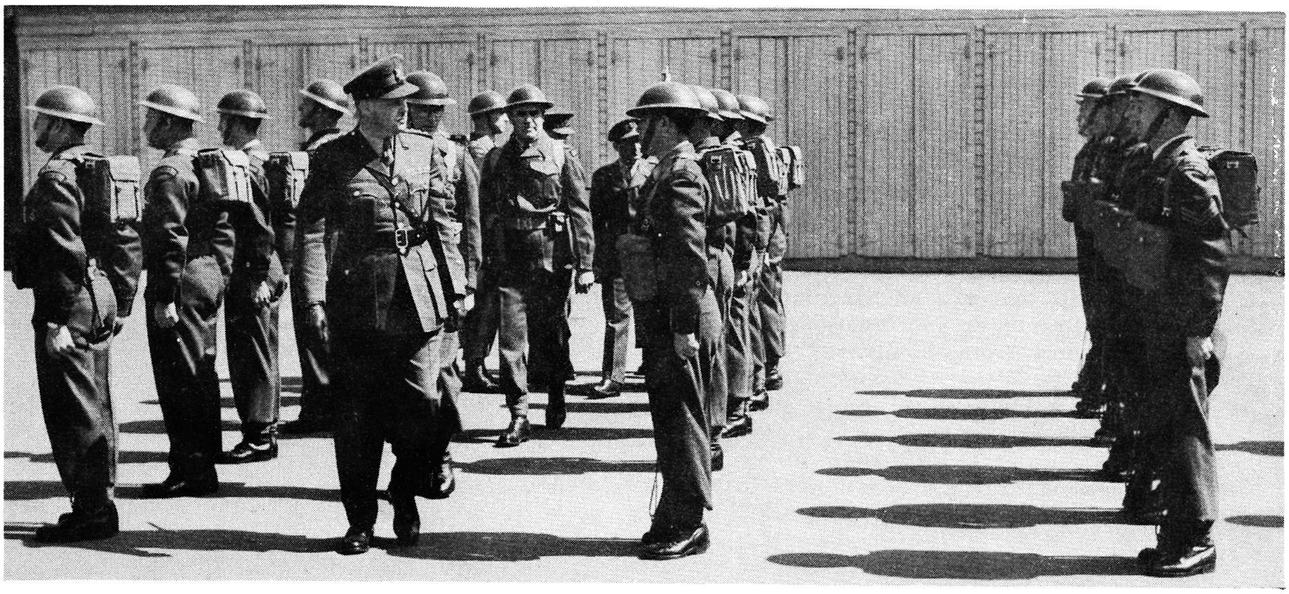
4th TECH REGT VISITS BORDEN

On 19, 20 and 21 May, ten officers, fifteen NCOs and thirty-five rank and file of the 4th Technical Regt RCEME paid a visit to 205 Base Wksp RCEME as a phase of their annual training to obtain a first hand knowledge of a base workshop and some practical recovery experience.

On Saturday (20 May) a party of officers and NCOs recce'd and set up a site for a workshop on the Camp Borden Blackdown Range, sited an AWD and potential recovery points along the route.

Sunday's itinery consisted of the recovery of a 3/4 Ton GS Dodge truck, (damaged and immobile on railway tracks) utilizing their own recovery equipment of two jeeps, an HUP, a medium breakdown and wireless equipment. A tour of Camp Borden, both army and air force installations, and a tour of 205 Base Workshop completed their day. There were demonstrations of special tools and equipment such as Bear wheel balancing and headlight aligning, metallizing, radiator flushing and a tape recorder, concluding with the turret operation of a Sherman tank.

The visit ended at 1400 hrs on Sunday, after all personnel had been entertained in their respective messes, and the consensus of opinion was that the weekend was both informative and entertaining.



(DPR Army Photos)

DME Visits Halifax

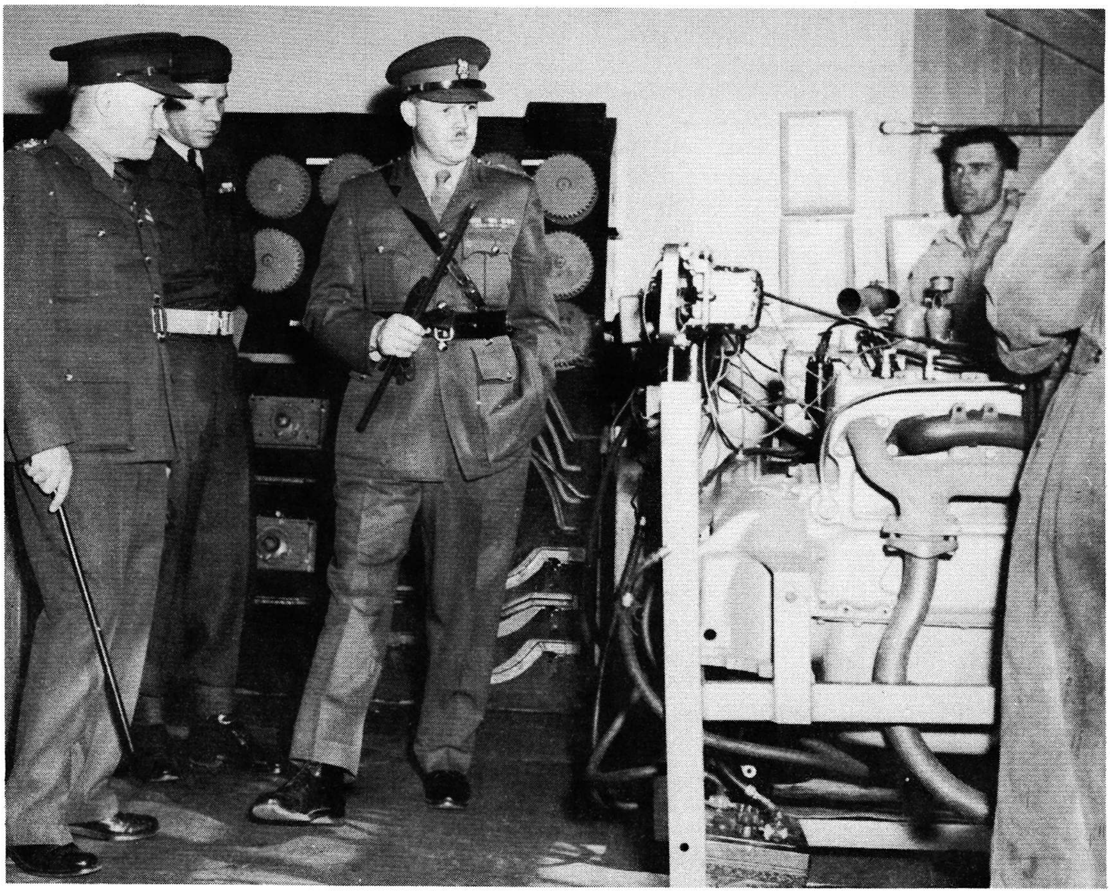
Top left: Inspecting the guard of honour, Col Boehm is talking to Sgt A. Bellefontaine, sergeant of the guard. Troops are, left to right, front rank, Cpl A. Saxton, Cfn F.A. Darton, R.A. Ranger, G.G. Meisner, L. Crews, M.C. Chaddock, J.W. Nicoll and C.A. Ferretti; rear rank, Cfn J.A. Cotton and A.L. Harlow, L/Cpl F.L. Reid, Cfn J.A. McLellan, E.J. Butler, F.A. Ripley and D.E. Anderson.

Middle left: Inspecting the troops on parade.

Bottom left: Taking the salute. On the saluting point are, left to right, Lt Col D.F. Forbes, DSO, ED, GSOI, HQ; Capt A.N.P. Roberts, HQ RCEME; Lt Col H.G.F. Morgan, MBE, Command EME; Lt Col J.M. Delamere, MBE, ED, AA&QMG; Col H.L. Meuser, OBE, Chief of Staff, all of Eastern Command and the DME. Capt H.L. Beanlands, MBE, 6 Sec A&T Staff, is leading the platoon.

Top right: Engine reconditioning line at 200 Base Workshop; left to right, WOII T. Neil, Col Boehm, Major T. Bromage, ED, and Mr. Drake.

Bottom right: Engine being run in on stand after reconditioning; left to right, Lt Col Morgan, WOII Neil and Col Boehm.



ALL PART OF THE COURSE

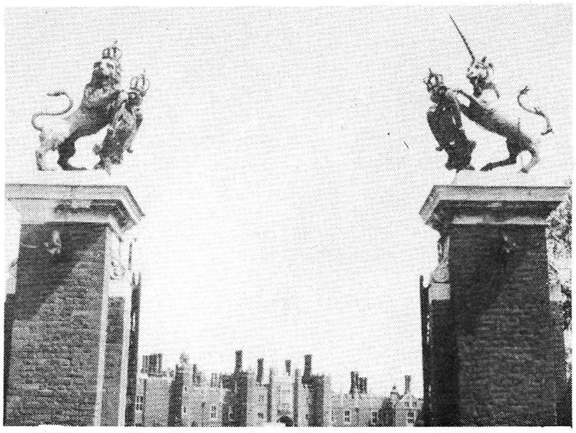
By WOII W.A. WRIGHT RCEME

(PHOTOS BY THE AUTHOR)

I had always firmly believed that an interchange of Army personnel between Canada, Great Britain, and the USA was a very sound idea from the standpoint of learning different methods of doing the same job, and of comparing ideas. So when I was told, on 18 Dec 48, to pack up in Victoria and go to England on an Armt Artificer course, I was thrilled and rarin' to go. S/Sgt Ed MacLellan was picked for the same course from Halifax, and we met on the boat.

The ocean trip was uneventful enough, bar a couple of hurricanes, which the Empress of Canada rolled her way out of somehow. I now understand why the ships of the 'Duchess Line' were known as the 'Drunken Duchesses'. The Empress of Canada was formerly the Duchess of Bedford, I'm told. The kids had a wonderful time, climbing around the rigging, riding up and down in the elevators, or burrowing down among the boilers, but always seemed to be right handy at mealtimes. When we arrived at London's Euston station about 2300 hours, we were met by Capt P.C. Martin, Camp Commandant, Canadian Army Liaison Establishment, who immediately took over, and whisked us off to an hotel near Marble Arch. I appreciated this very much, needless to say, as arriving anywhere in London for the first time at 2300 hours with a sleepy family can be very confusing.

Marble Arch — London



Lion and unicorn at main entrance of Hampton Court

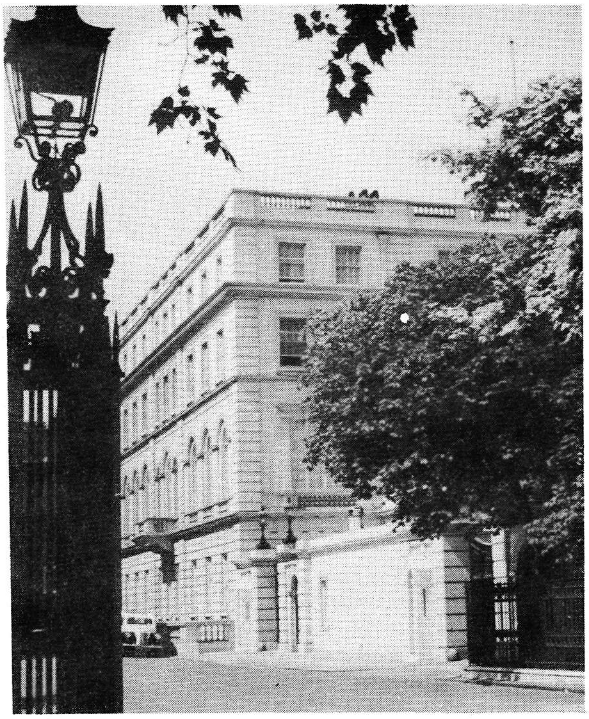
As all British Army personnel at the REME Training Centre at Blackdown were on Christmas and New Year's leave, and the course didn't start until 4th January, we stayed a week in London. My wife and family visited relatives near London, and Ed and I took the opportunity to get acquainted at CALE, 11 Hill St, near Grosvenor Square. We were particularly interested in locating the offices of the paymaster and pay sergeant, which was not too difficult; a well beaten path led straight to it!

We were fortunate as regards living accommodation inasmuch as I applied for army quarters before leaving Canada, and there was one awaiting us when we arrived in Blackdown. Finding living space in England is, if anything, tougher than in Canada, so you fellows who are going to the UK on course and taking your family would do well to apply for quarters before leaving. We were located in the centre of a block housing 20 families. We had lived in similar quarters before in Esquimalt at Signal Hill, so knew what to expect. I might say that we were very comfortable during our stay there, and made many friends among our neighbors. One of our neighbors in the same block was WOI G.E. Coupland, who had already been in England some time when we arrived. Ed MacLellan managed to get an apartment in the village.

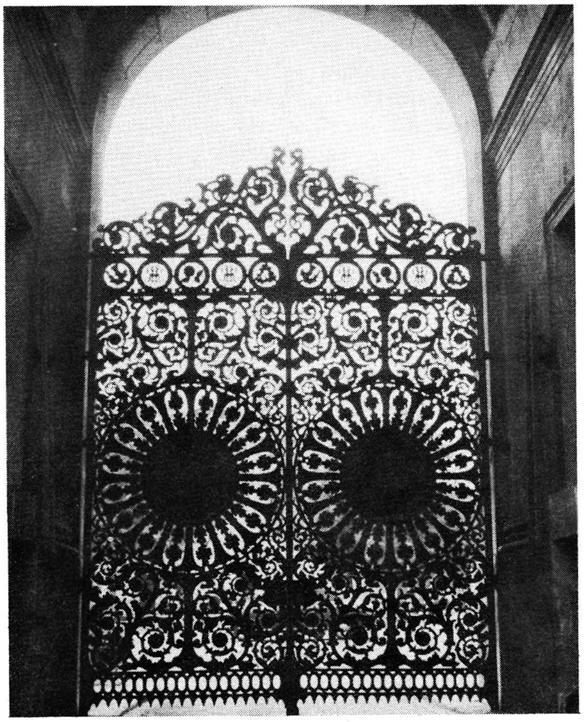
Between the three of us, we taught a number of British soldiers how to play poker. They liked it, we had many good times, and learned some of their games as well. All in all, what with a cinema and stores close by, and large pine forests all around, we found Blackdown a very pleasant spot to live in.

The first ten months of the course was held in the Instrument Section of the REME Training Centre. The Instrument Section consisted of a group of wooden buildings, which housed Instrument repair shops, classrooms, study rooms, workshops and offices. I understand these buildings were formerly used as housing for 1914-18 prisoners of war, and will no doubt be replaced by more modern buildings in time.

While most of our studies were mathematics, drafting, magnetism and electricity, hydrostatics and pneumatics (ugh!), trigonometry and optics, considerable practical work was done as well on instruments, with workshop practice and



Clarence House, residence of Duke of Edinburgh and Princess Elizabeth — and Prince Charles.



Above - Wellington Arch, Hyde Park Corner, London

Below - Detail of gate.

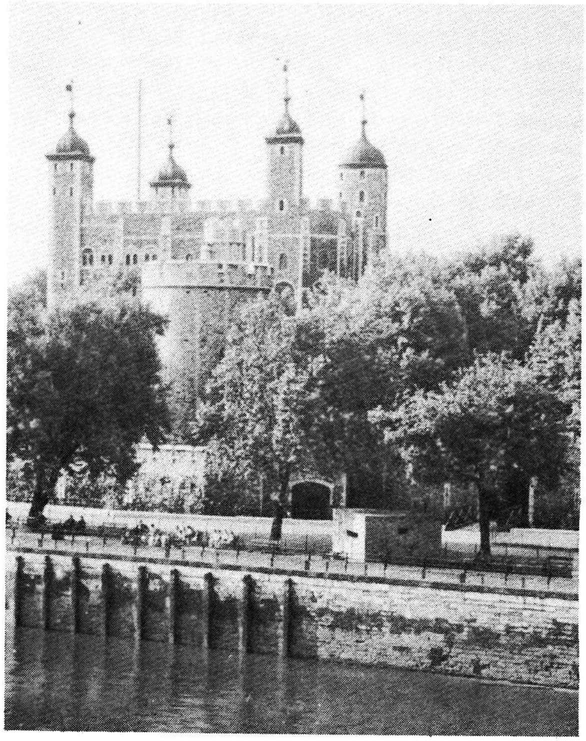
a trade test. Instruction was good, and some of the instructors held university degrees.

The REME Training Centre planned trips by chartered bus to various factories, exhibitions, tournaments, each an education in itself. One such trip was taken to a factory where gyro compasses were manufactured. Another trip was made to the Royal Tournament in Olympia and the British Industries Fair at Earl's Court. These trips were usually on a Wednesday afternoon, and with everyone donating five or ten shillings, depending on the number going, a bus was chartered for the day. On trips to fairs and exhibitions we could take our families.

The Royal Tournament for 1949 was held at Olympia, London, and included such events as a field gun display by the Royal Navy, representing a battery of two naval field guns being brought into action across rough country. There was a musical ride by the Household Cavalry, which is performed by sixteen Corporals of Horse; corporals and troopers of the Life Guards, and the Royal Horse Guards. Each team consisted of six horses (3 pairs in tandem), pulling a gun limber (don't ask me what calibre, Bud). These teams manoeuvre at a speed of approximately 20 miles an hour, and perform grid inclines, runs through, section circles, chain loops, scissors and other 'figures', ending up in formation before the Royal Box. A very high degree of skill and faultless timing is required to perform these difficult manoeuvres in the limited space of the arena, and once seen it is never forgotten. There were many items on the program. Parachute training by the RAF; display of gymnastics and vaulting; Royal Signals dispatch riders display; RAF police dogs; and a combined drill and band display by recruits of the King's Squad, Royal Marines, and bands and trumpeters of the Royal Naval School of Music. The display by the Royal Marines was a marvelous example of precision drill, executed to perfection.

The factory where the gyro compasses were being manufactured and tested was particularly interesting from an instrument artificer's point of view. Highly skilled tradesmen, precision tools and equipment combined to turn out the last word in gyro compasses, while at the same time research was being carried out to further perfect this delicate instrument.

All the units in the immediate area, REME, RE, RASC, and others, held their sports' gatherings and games in a large field immediately at the rear of our quarters. As many as six games were going on at one time. The REME Sports Committee were very energetic, and always on the look out for football, volleyball, and rugby players. Many sporting events were organized, with always a very big turnout to watch the game. Field hockey is very popular too. The Britisher's passion for sport and fair play is traditional and real, and I witnessed some great rugby games. The ground in most cases was baked as hard as the proverbial hobs, yet no shoulder pads were worn, and very few knee pads or other paraphernalia. Tough customers!



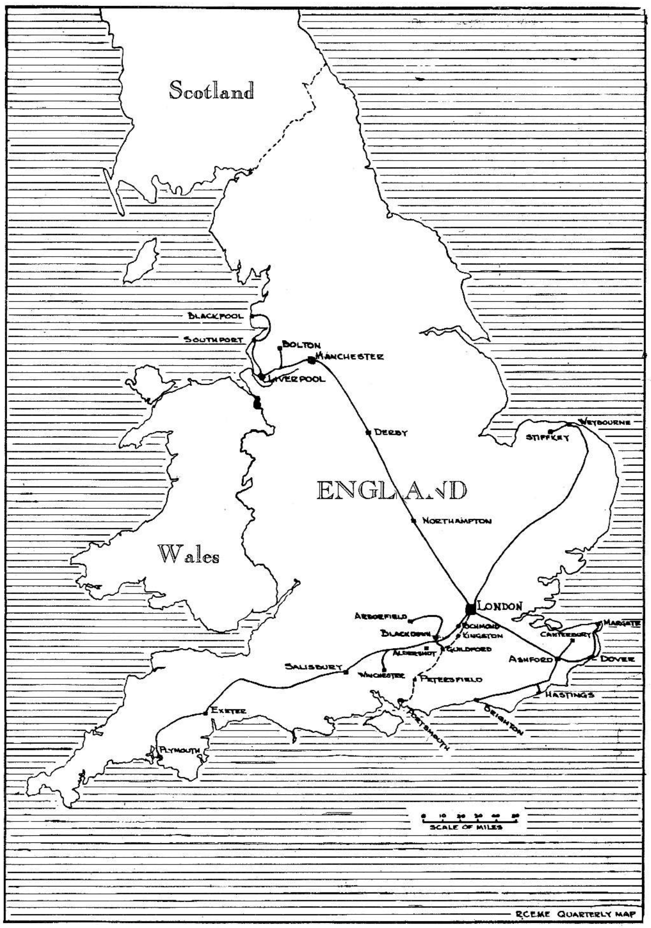
Tower of London, taken from Tower Bridge

From Blackdown we proceeded to Dover on attachment to No. 2 Detachment REME Workshop (Eastern Command). We visited all the forts and saw much equipment, including coast defence guns. We visited the plotting rooms at most of the forts, and took part in repairs to some of the equipment. The workshop (2nd and 3rd echelon) which was responsible for the instruments in that area was a very well set up shop, and was staffed by soldiers and civilian personnel. We also visited radar installations and combined MTB and AA layouts.

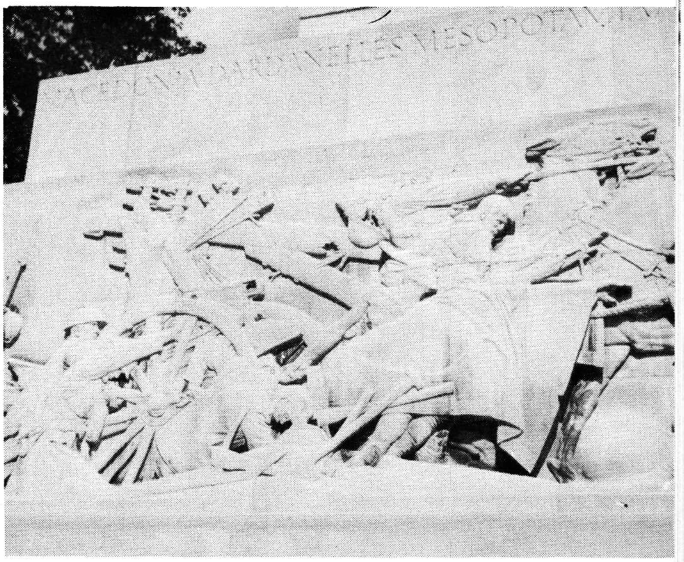
After first reporting at Blackdown, our course headquarters, we proceeded to Weybourne, in Norfolk, where we were attached to No. 1 AA Practice Camp. At that time of year, January, we found this part of England very cold and bleak. The Practice Camp was situated on an immense flat tract of land ideally suited for

AA practice. We had some very good opportunities to see AA guns in action. While here, a contingent of Dutch soldiers arrived to take instruction on these guns and on plotting room equipment operation. We also had an opportunity to make some trips to Stiffkey in company with an artillery class on Dome Trainers instruction. This was very interesting, and I had a go at it myself. Much radar equipment was in evidence for instructional purposes, including some Canadian efforts which the British soldier apparently thinks very highly of. We left Weybourne in time to start in on a Coast Artillery Instruments course at Blackdown on February 1st.

This part of the course was a basic study of instruments as applied to coast defences, and covered first principles primarily. After 2 weeks here we proceeded to Plymouth on 14th Feb, to continue practical work on the actual instruments. This consisted of tests and adjustments. While at Plymouth we were attached to the Royal School of Artillery at the Royal Citadel, and here we met WOI Rycroft from Victoria, BC. The Royal Citadel was built in 1666 in the time of Charles II and is a fine example

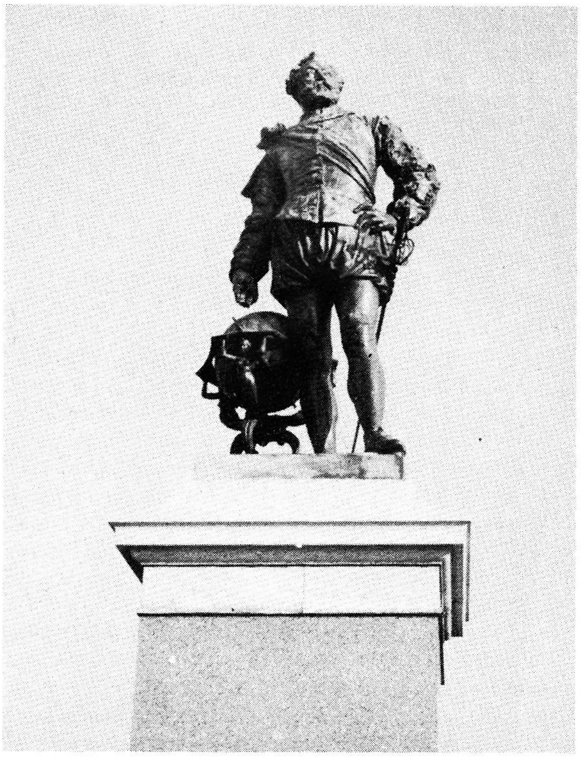


Windmill on cliffs near Dover



Bas relief on Artillery Memorial, Hyde Park Corner, London of 17th century fortification. As an Artillery School it contains some very fine equipment for Coast Artillery Instruction, and overlooks Plymouth Sound. From the walls of the citadel the famous Plymouth Hoe follows the waterfront, but at an elevation, and it is here that Sir Francis Drake, with supreme nonchalance, elected to finish his game of bowls before going forth to lead the battle against the Spanish Armada which even then was approaching the shores of England. A fine statue of Sir Francis stands on the Hoe. From the walls of the citadel can also be seen the monument on the site of the Mayflower Stone at the ancient Barbican, which commemorates the sailing of the Pilgrim Fathers in 1620.

Wherever I went in England, I could not escape the feeling that I was treading on hallowed ground. Every city, every town and every village, in one way or another, conveyed to me a story that could be read in its many magnificent churches, cathedrals, and the ruins of its old castles. Ancient customs and trades, handed down for generations, often in the same family and still in practice today, lent authenticity to an otherwise unreal atmosphere. The vivid contrast with modern customs only served to accentuate the strange mixture of the old world and the new.



Even today, in the Abbey Church of St. Albans, a dole of bread is given each Sunday to 20 poor women from a bequest left in 1628, and I saw these small wooden livery cupboards in recesses in the walls of the church. This famous old Abbey was built in 1077, and is the second longest church in England.

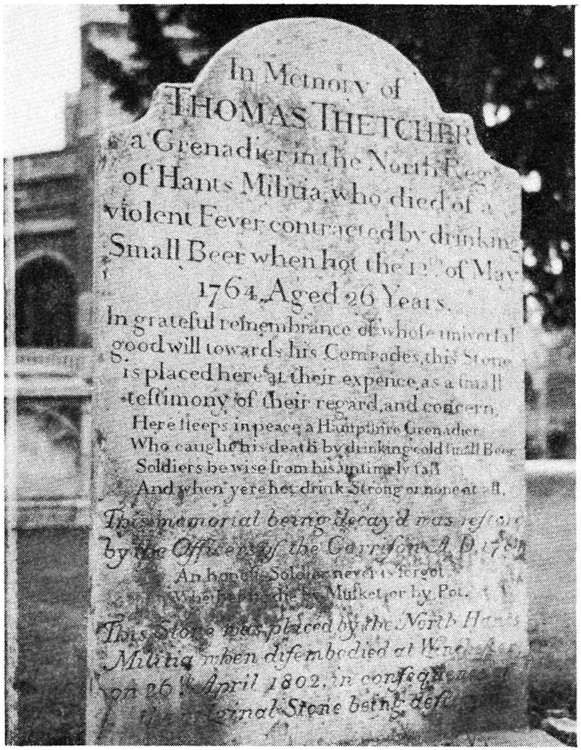
Winchester, in Hampshire, which was old even in King Alfred's day, presents to the visitor a glimpse of the past that is both authentic and real, one of the many fine examples of Tudor architecture is the God Begot House in the centre of the city on High Street. Directly beneath this old house is the Royal Oak pub, reputed to be the oldest pub in England. Winchester also lays claim to the smallest church in the world, and a fine cathedral, believed by many to be the finest in England. Within Winchester Castle is the famous Round Table, around which it is said gathered the Knights of King Arthur. A traveller's dole of beer and bread may even today be received from the hospital of St. Cross.

Above: Alanson Street, Parr, St Helen's, Lancashire

Left: Sir Francis Drake's monument at Plymouth

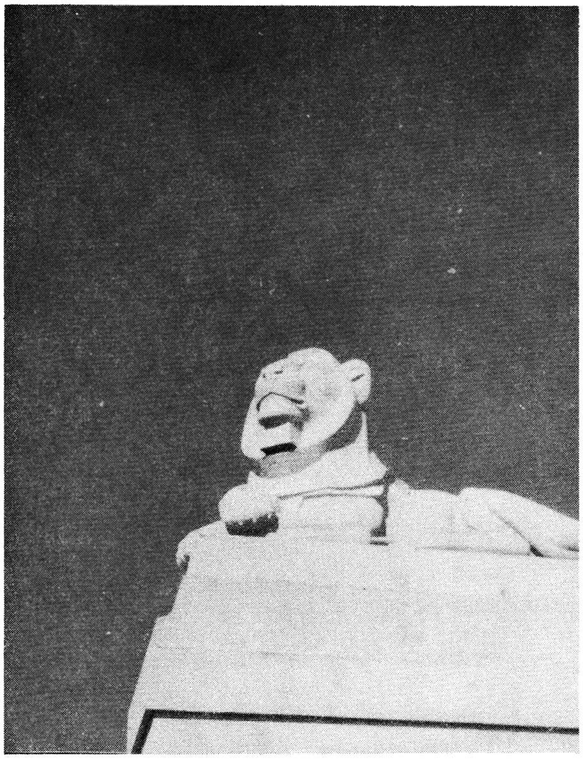
And so it goes. Wherever you travel in England, ghosts of the past are ever present to remind you of the proud heritage of a proud people.

But it is in the great sprawling, cosmopolitan city of London that the old and new combine to form such great contrasts that one feels the greatest urge to investigate and absorb some of its past history. The problem is where to begin. I decided on an hour or two in Westminister Abbey. As it turned out, a day or two would have been more appropriate and that applied to most places I visited. Henry III is credited with the origin of the present Abbey, and Henry VII built the chapel which bears his name. The exterior of the chapel is probably the finest example of Gothic architecture in England. Many of England's kings are buried here, and Livingstone is buried in the great nave. Near the west door of the nave lies the grave of the Unknown Soldier, who was brought from France to lie with England's great. Although the early history of Westminister Abbey is somewhat hazy, the Abbey can be said to have been started about 1060 by Edward the Confessor.


In Memory of
THOMAS THETCHER
a Grenadier in the North Reg
of Hants Militia, who died of a
violent Fever contracted by drinking
Small Beer when hot the 12 of May
1764, Aged 26 Years.
In grateful remembrance of whoſe univerſal
good will towards his Comrades, this Stone
is placed here at their expence, as a ſmall
teſtimony of their regard, and concern.
Here ſleeps in peace a Hampſhire Grenadier
Who caught his death by drinking cold ſmall Beer
Soldiers be wise from his untimely fall
And when ye're hot drink Strong or none at all.
This memorial being decay'd was restored
An honest Soldier never is forgot
This Stone was placed by the North Hants
Militia when disembodied at Winchester
on 26 April 1802, in consequence of
Stone being

Tombstone in Winchester Cathedral cemetry

St. Paul's Cathedral, on Ludgate Hill, is probably the finest example of the work of Sir Christopher Wren, who designed over 50 of London's churches. He is buried here, as is Nelson, Jellicoe, Wellington, Florence Nightingale, and many other equally famous persons. The first stone was laid by Wren himself in 1675, and the Cathedral was completed about 1710. Volumes could be written about these and many other cathedrals, and their place in London's and England's history, but space does not permit. Which is just another way of saying, I don't know any more about them.



One of four lions on 1914-18 war memorial at Plymouth

I suppose the thing that impressed me most about London, however, was the prolific use of statuary and monuments to commemorate historical figures and events. There is so much to remember in England, and I suppose there is nothing quite so impressive as a good solid stone memorial, especially when it is erected in the middle of a street, as are the equestrian statues of Marshall Foch in Whitehall, and Charles I at the junction of the Mall and Whitehall at Trafalgar Square, and many others. Nelson's Column, erected in Trafalgar Square in 1840, and flanked later by four of Landseer's lions, is probably the most photographed column in London.

I saw the changing of the guard in Whitehall by troopers of The Household Cavalry, and this ceremony dates from the time of Charles II. When the King is in London an officer is present with a trumpeter, and the Royal Standard is carried. This ceremony also takes place in the forecourt of Buckingham Palace when the King is in residence, and the new guard is headed by a full band. The new and old guard salute each other, and the sentries are relieved here and at St. James' Palace. I managed to get a picture of the Queen in her car as she was being driven to the palace.

When I left Canada, I had the idea, from reading the newspapers probably, that England was practically starving. The papers quoted calories, etc, and certainly painted a woebegone picture. But I came back 10 pounds heavier than when I left Canada, and without benefit of food parcels from anywhere. The handling of the food situation by the government is certainly commendable in that food is distributed evenly. The main difficulty as I see it is the lack of variety, although there are plenty of potatoes. The price of bread and milk has been kept down. But calories and vitamins notwithstanding, British children are the healthiest lot I've seen, and if the diet as a whole is rather spartan and monotonous perhaps it is healthier, who knows? We seldom do know what is good for us.

Many roads in England are narrow to a degree. But there are some good arterial highways such as the Portsmouth Highway, which runs from London to Portsmouth through Kingston, Milford and Petersfield. In towns and villages it is almost impossible to widen roads, as the solid stone or brick buildings lining the streets have only a very narrow walk in front of them or none at all. Rerouting seems the only answer. There are few level crossings and most roads are underpass or overpass. This is, of course, ideal for the railway and motorist.

The 32 passenger single deck bus in England is a headache for both passenger and bus conductor alike. The seats are not wide enough, consequently passengers next to the centre aisle project into the aisle, making it difficult for anyone to pass. The conductor moves up and down the aisle collecting fares, and even with no standing passengers, has a very difficult time. Eight standees only are allowed. I have never seen a one-man bus in England, so must assume there are none. The double-deck buses are much more roomy. London's streets are full of them, and I am convinced the best bus drivers in the world are in London. They need to be. In the cities, only the parking lamps are used on vehicles, except when coming to a road crossing, when the headlamps are flahsed on and off. This makes it easy on the other drivers. One of the worst hazards of night driving on this side of the Atlantic is the blinding 32 candlepower head lamps of our cars. We could learn something there.

A courtyard in Hampton Court

The British taxi, the standard type that is used in London, is very efficient. Much smaller than ours, with much lower gas consumption, it holds as many passengers without crowding. Seats and cushions are leather covered, eliminating the clothes-pulling tendency of plush seats. Alongside the driver is a place for trunks, grips, etc, which you will be charged for.

At the regular pedestrian crossings, marked by what are known as Belisha Beacons (credited to Mr. Hore Belisha, a one-time Home Secretary) traffic must stop if a pedestrian is in the lane. And it does.

We reported back to Blackdown on March 15. The course was over, and the next few weeks was taken up with our preparations for the return to Canada. Throughout the entire stay we were treated with the utmost consideration and we made many friends in the British Army. I learned a lot on the course, and I like to think that what I learned about England, her place in the world, her people and traditions, was all part of the course.

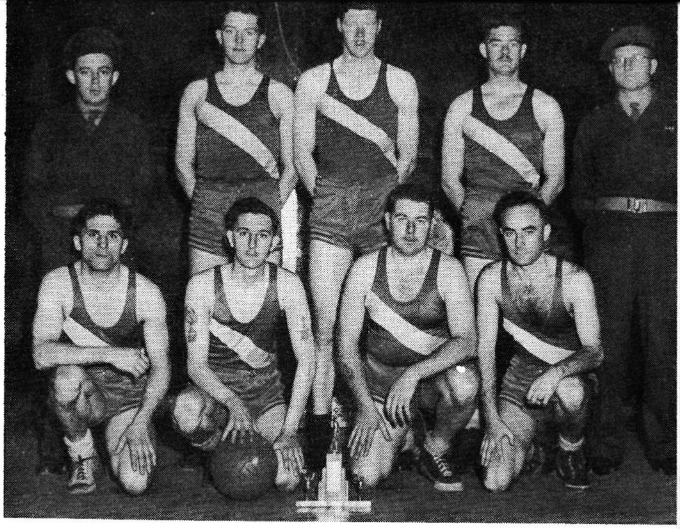
Basketball in 202 Base Workshop is the story of a team dogged by postings and transfers, but with determination and the will to win so strongly planted in their hearts that they overcame overwhelming odds to fight their way into the finals and finally win the championship.

The schedule was a tough one with twenty-four league games by each team plus several exhibition games. Teams competing were 25 COD, 34 Ordnance Ammunition Depot, RCOC School, and 202 Base Workshop.

The playoffs, two game total point series between 34 OAD and 202 Base Workshop, were hotly contested in play and temper

RCEME won — 100 to 79 — champions for another year. This unit has won three of the last four depot championships since 1946, losing out last season by one point in the final game.

—Sgt N. Pete



Top row (l to r) Lt S.H.J. Fleming, Cfn W. Wolff, L/Cpl D. Makin, Cfn B.A. Nelles, Lt Col A.G. Sangster ED (OC). Bottom row: Cfn W. Troup, Pte G.G. Goguen, WOI G.W. Swallow, Sgt N. Pete. Missing from picture - Cfn I. Hokonson.

Games Build Morale

This photo was taken after the game with 6 Dist Ord Depot Officers in the winter of 1945-46 for the Championship of Willow Park. The team is being supported by Capt Cox, who, it is alleged is supported by the boards at the rinkside. Left to right: Lt E.J. Williams, National Motors Toronto; Capt B.B. Cox, Cdn Arsenals Ltd; Lt-Col E.W. Coleman, ADME Vehs AHQ; Capt A.R. Thomsen, S/Capt Adm AHQ; Major G.L. Lodge, Adm Officer RCEME School; Lt Col W. Bailey, Campbell's Soup; Capt A. Keddy (RCA), school teacher (ex QM); Capt H.L. Beanlands, A&T Eastern Command; Capt J. Adams, Veh Group AHQ; Capt F.L. Demone (missing with broken skate from picture).

The 'RCEME WRECKERS' hockey team became Toronto Garrison League Champions for 1949-50 when they won the final playoff game on 13 Mar 50.

The league was originally composed of five teams — two from Oakville; one from Toronto units; one from 206 Workshop RCEME, Malton; and one from Pay and Ordnance Corps in Malton.

RCEME took the semi-final against Toronto by winning a tight game and then defeated Oakville in the final by a score of 5-2.

Personnel in the workshop are looking forward to even bigger and better hockey activities next winter.

Lt Col T.W. Bigelow presenting trophy on behalf of the GOC Central Command to L/Cpl Keleher, captain of 'RCEME WRECKERS'.

What do you know?

Here are 20 questions — neither animal nor vegetable — roughly of Gp 3 Veh Mech standard. You should score not less than 90% to qualify you to talk in public on the subject. Don't look now, but the answers are on page 41

1. To check the current limitator of the voltage regulator you would insert;-
   - (a) An ammeter between battery terminal on voltage regulator and vehicle ammeter.
   - (b) A voltmeter between points mentioned in (a) above.
   - (c) An ammeter between generator terminal and generator terminal on voltage regulator.

2. Are cut-out points on voltage regulator closed or opened with ignition switch off?

3. Name the five circuits of a carburetor?
   1_______2_______3_______4_______5_______

4. The operation of the automatic choke is dependent on three factors;
   Heat, _________ and __________________

5. What is the normal fuel-air mixture?

6. The air pressure in the float chamber of a 'balanced' carburetor is equal to;- .
   - (a) Air pressure in the carburetor air horn.
   - (b) Atmospheric pressure.

7. A too lean mixture on carburetion will cause the temperature of the combustion chamber to be;-
   - (a) Lower
   - (b) Higher
   - (c) No effect

8. Fuel pump pressure which is higher than maximum may be caused by:
   - (a) Diaphragm too tight
   - (b) Diaphragm spring too strong
   - (c) Fuel between layers of diaphragm
   - (d) No gasket between pump and block

9. Of what material are the most common type of piston rings made?

10. What advantages has the aluminum cylinder head over the cast iron cylinder head?

11. Are crankshaft bearing surfaces hardened when manufactured?

12. Why are the exhaust valves sometimes made of different material from the inlet valves?

13. A wheeled vehicle having been adjusted to the correct toe-in, yet possessing a bent steering arm would,
    - (a) Have incorrect toe-out on turns
    - (b) Have correct toe-out on turns, but would be hard to handle
    - (c) Have no effect on toe-out or ease of handling

14. A tracked vehicle with a 'controlled differential' is being steered. If one side of the controlled differential is slowed down by 10 rpm the other side should rotate at;-
    - (a) 10 rpm greater than the slowed side
    - (b) 20 rpm greater than the slowed side
    - (c) 40 rpm greater than the slowed side

15. Are the crankshafts interchangeable between left and right engines of the GM 2-stroke Diesel used in the M4A2 medium tank?

16. Is the governor used on the GM 2-stroke Diesel a variable speed type?

17. When vehicles are inspected by the RCEME Inspection Team, they are awarded a classification mark. Class V would denote that the vehicles concerned;-
    - (a) Require 4th echelon repairs
    - (b) Require 2nd echelon repairs
    - (c) Is to be provisionally condemned

18. The engine crankshaft is directly connected to the driving torus member of the fluid coupling in the hydramatic transmission. True or false?

19. A slope of 45 degrees is referred to as;-
    - (a) A 45% grade
    - (b) A 100% grade
    - (c) A 50% grade

20. When overhauling a Bosch fuel pump;-
    - (a) Calibrating is done before phasing.
    - (b) Phasing and calibrating are done simultaneously.
    - (c) Phasing is done before calibrating.

BOLTS an' ASSORTED CLIPS

by ar-vek-tels

We see by the Petawawa Camp Post, in referring to visitors to camp, that "Major Dolan of AHQ Armament Branch also dropped 'round briefly in an armament way." We've heard of the Milky Way, the Appian Way and the Northwest-high Way but what, oh what, is 'an armament way?'

Our experience during the past 32 years has made it increasingly clear that the determining factor in the rapid mobilization of effective armed forces for a major war would be, more than any other, the provision of the mechanical aids and equipment whereby our manpower can be made effective in combat.

—General J. Lawton Collins

Scientific research makes if possible to throw into battle some innovation which, although not necessarily decisive, remains for a long time as a weapon against which there is no defense

— M. Ramadier, France

Perhaps the most valuable result of all education is the ability to make yourself do the thing you have to do when it ought to be done, whether you like it or not; it is the first lesson that ought to be learned; and however early a man's training begins, it is probably the last lesson that he learns thoroughly.

—Thomas Huxley

On the grounds that he had solved the submarine problem, the old-time American actor, Will Rogers, secured an interview with the Secretary of the US Navy. He expounded his theory.

"Mr. Secretary, I've discovered submarines can't exist in boiling water."

"That is so, Mr. Rogers."

"Well, all you have to do is to boil up the sea to boiling point — and that's the answer to the U-boat."

The Secretary pondered this.

"Very good Mr. Rogers. But how do you boil the sea?"

Will Rogers assumed an injured expression. "Mr. Secretary", he replied, "I give you the Big Ideas. It's for you to work out the details."

Montreal is full of poses,
Halifax of cold blue noses,
Toronto's good but, God, how stuffy,
And Ottawa is proud and puffy;
St. John is grim-faced, old and soggy,
Vancouver stinking-rich and foggy,
Winnipeg is zero-minus,
Cold has burst Regina's sinus,
Calgary is wild and vinous;
Folks get spavin, heaves and loose-jaw
Breathing in the winds of Moose Jaw;
I've been long persuaded that
Medicine talks through its Hat;
A buffalo or frozen loon
Might choose to live in Saskatoon;
Edmonton with oil is slimy,
Hamilton with toil is grimy,
Poor tundra creatures, bones aquiver,
Born to never-ending shiver,
God gave them mem'ry to remember
The cold neuroses of December,
While every creature in Victoria
Lives warm with nature in euphoria.

—MacLean's Magazine

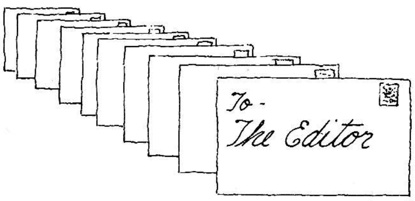
"What did the big firecracker say to the little firecracker?"

"What?"

"My pop's bigger than your pop."

We're told that if your wife is away on vacation and you want to get her home in a hurry, just send her a copy of the local paper with one item clipped out.

Letters



Dear Editor:

The difficulties of marketing apples have received very good press. Growers around Vernon BC must worry about their luscious crop. But, Mr Editor, there are growers elsewhere; in the Annapolis Valley, at Niagara and even in the Ottawa Valley who are also worried. Did the growers around Vernon persuade 86 LAD to give them publicity by terming their exercise described in the April issue 'Operation Applepicker'?

There is no mention of apple picking in the story. No mention of apples being even eaten during the exercise. Not eating apples regularly around Vernon must be anti-social, to say the least.

I suggest Mr Editor that future contributors refrain from subtle references to the locality unless such references are relative to the article. Harumph!!!

Jonathon Appleseed

* * * * * * * * *

SOIL STIFFENER

The Navy Bureau of Yards and Docks, in conjunction with a Princeton Univ scientist, has developed a method of quickly converting sandy beach strips into hard surfaced runways. The process may greatly facilitate amphibious landings on hostile shores. Tests have demonstrated that sand, hardened by the process, can support the weight of a slow-moving jeep within two hours. After 24 hours a truck with a gross load of 13-1/2 tons made repeated runs without affecting the surface. The material used in the process is plentiful and costs less than 16 cents per pound. The operation can be completed in a single run at a forward of 12 feet per second.

The Editor,
RCEME Quarterly.

The article on Canadian Tanks by Lt Col Stucken in the Jan issue of the RCEME Quarterly was quite interesting. However, on page 19 where reference is made to the suitability of an electric drive with one motor on each track, perhaps we should consider more fully the mechanics of steering a tracklayer to check the suitability of this arrangement.

With a tank travelling at relatively high speed (over ten mph) when steering is effected by retarding one track sufficiently to cause the tracks to skid. the power at the sprockets would normally be greatly in excess of the maximum power plant output. In order to be able to make high speed turns without unduly slowing down the vehicle the regenerative steering principle is used. This causes part of the braking torque of the inner sprocket to be fed across to the outer one thus conserving a good proportion of the power that would be wasted in a simple braking arrangement.

With an electric motor on each sprocket the capacity of the motor has to be large enough to handle the high torques required to skid the tracks while making turns at high speed. This makes this arrangement inefficient from a weight and bulk standpoint. It would appear that mechanical means for the application of the regenerative steering principle would be generally more satisfactory.

P.C.King Lt Col
Vehicle Development Establishment.

The QUARTERLY is grateful to Lt Col King, who probably has had more experience in the tank design than any other RCEME Officer, for pointing out this important factor in the steering mechanics of heavy high speed tracked vehicles. We welcome and value such criticisms.

* * * * * * * * *

Little Mary was left to fix the lunch, and when her mother returned with a friend, she observed that Mary had the tea strained.

"Did you find the lost strainer, dear?" mother inquired, as they were eating.

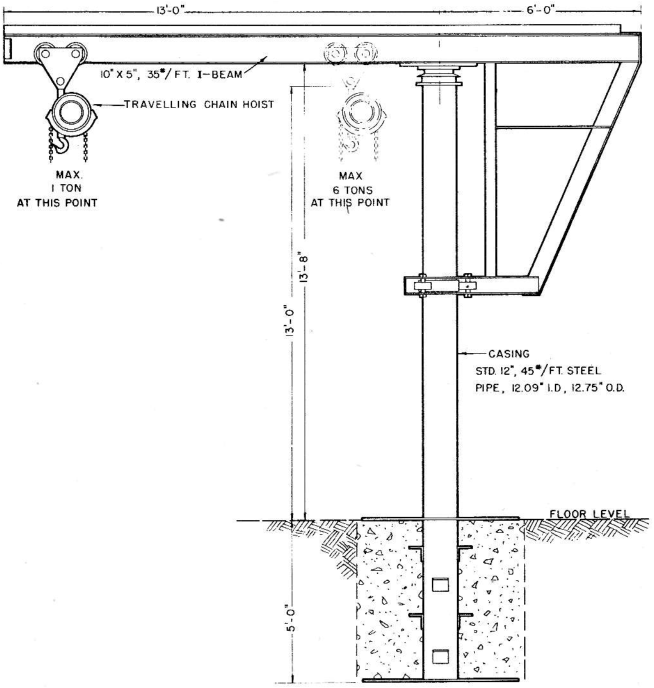
"No, mother," replied helpful Mary. "I used the fly swatter:"

Solution to Shop Crane Problem

In our April number we posed a problem relative to a swing boom shop crane constructed by 214 Base Workshop, Vancouver. This was the problem; "Would the capacity of the swing boom shop crane be increased if the vertical tubular member were filled with concrete?"

We promised to have the correct answer supplied by the experts and Lt Col Conn, Professor of Mechanical Engineering Queen's University, has kindly undertaken to do so. Here is his considered opinion —

1. "Since the problem hinges about the strength of the vertical tubular section it must be assumed that all other parts of the crane including the horizontal I beam are stronger or can be made stronger than the vertical pipe.
2. Filling the vertical tubular member would increase the capacity of the crane.
3. In addition to the tension and compressive stresses of the vertical member acting as a cantilever beam, there is the vertical load that must be carried. This decreases the tension stress in the fibres on the back of the column but increases the compressive stress at the front of the column, the column would then fail under compression in the fibres at the front of the column. The addition of concrete with its high compressive strength would assist to prevent this failure.
4. If the concrete were reinforced with steel bars and if this reinforced concrete core were properly designed the capacity of the crane would be increased considerably.
5. Whether or not the concrete would crumble under repeated reversed stresses as is possible with the 360° traverse, is a matter of conjecture. The concrete would probably separate into discs the thickness of which would depend on the bonding between the steel casing and the concrete. This would not diminish its compressive strength.
6. Neither time nor space allows for a quantitative discussion of the problem. For a mathematical treatment see standard textbooks by Timoshenko and others on strength of materials in general and in particular referring to columns, with eccentric loading."



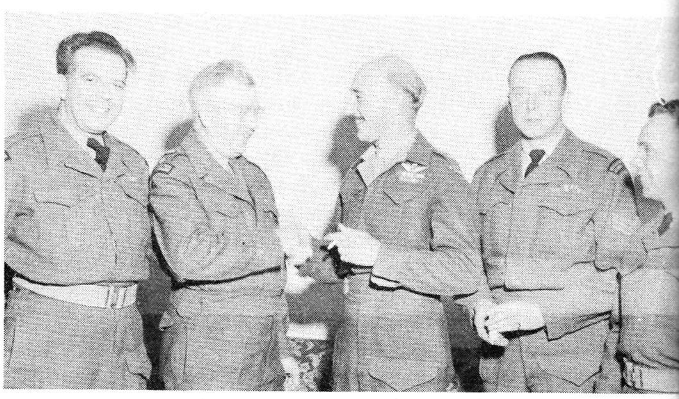
Answers to
'WHAT DO YOU KNOW?'
on Page 38

1: (a) 2: opened
3: Float, low speed, high speed, accelerator pump and choke.
4: Heat, intake-manifold vacuum, velocity of air passing through air horn.
5: 15 parts of air to 1 part of fuel by weight
6: (a) 7: (b)
8: (a), (b) and (c) are correct
9: High quality gray cast iron
10. Lighter and dissipates heat faster
11. Yes
12. The exhaust valve must withstand greater heat.
13: (a) 14: (b) 15: Yes 16: No
17: (c) 18: False 19: (b) 20: (c)

PERSONALITIES

PROMOTIONS & POSTINGS

Major W.A. Campbell posted to DME
Major R.H.C. Hodgson to Detroit Arsenals as SLO vice W.A. Campbell
Major C.G. Kirby to OC 4 Company RCEME
Major K.L. Murray to RCEME School
Major M.A. Reid to OC 18 Company RCEME
Major L.B. Screaton to OC 12 Company RCEME
Major D.C. Smiley to OC 10 Company RCEME
Capt R.W. Anderson to be Major and to command 23 Comp Bde Gp Wksp
Capt W.J. Branston to 3 Company RCEME
Capt H.L. Beanlands to 6 Company RCEME
Capt E.F. Hendricks to command 158 LAD
Capt F.R. Kaye to be Major and to command 1 Company
Capt I.M. McLaughlin to be Major
Capt I.C. Scarlett to CADEE
Lieut E.A. Barnes to 5 Company RCEME
Lieut B.H. Goodings to 202 Base Workshop
Lieut W.J. Groom to RCEME School
Lieut W.M. James to 3 Company RCEME
Lieut H.W. House to 3 Company RCEME
Lieut A.L.D. MacDonnel to command 159 LAD
2/Lt E.G. Jones promoted Capt and posted to RCEME School



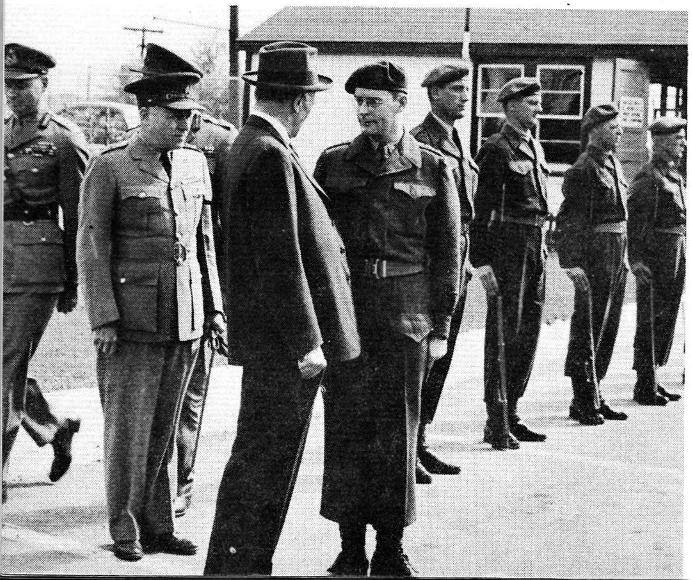
The above picture was taken at an informal party on 2 Jun 50 given by the personnel of HQ Comd EME, HQ 10 Coy RCEME and 213 Workshop RCEME, Fort Osborne Barracks, Winnipeg, in honor of the old Comd EME, Lt Col C.M.R. Elmsley and the new Comd EME, Lt Col G.F. Bradbury.

The pair were duly wined and slightly dined; it turned out to be one of the better parties in the area.

Left to right: WOII G.W. Smith, Lt Cols Bradbury and Elmsley, Sgt F. Partington, L/Cpl T. Pike.

Colonel Commandant Inspects 6 Coy

The Colonel Commandant speaking to the Guard Commander, Lt D.H. Fraser. In the background is Major Gen Graham; Lt Col Morgan, Comd EME Eastern Command



RCEME installations in Halifax were most fortunate recently in that they were visited by General A.G.L. McNaughton, Colonel Commandant of the Corps.

Gen McNaughton was accompanied by Major Gen Graham, VCGS, and Major Gen H.W. Foster, GOC Eastern Command. Also included in the party was Lt Col Forbes, GSO I, Eastern Command.

The inspection took place at 1600 hours Tuesday, 30 May 50, and the Guard of Honor, under the Command of Lieut D.H. Fraser, was supplied by the workshop. Due to the large number away preparing for summer camp and on other projects, it was not possible to hold a march past.

The General expressed satisfaction at the turnout and regimental efficiency of the guard

(Continued on page 44)

who's where

AMONG THE STAFF SERGEANTS

- Anderson, J.S., QMG Branch, AHQ (DE&CD)
- Anderson, M., 11 Company, RCEME
- Andrews, C.L., 202 Base Workshop
- Anscomb, G.W., HWE RCEME School
- Baynes, C.H., 11 Company, RCEME
- Begin, T., 5 Company, RCEME
- Bernard, A., 5 Section A&T Staff
- Brodie, F.N., 202 Base Workshop
- Broomer, T.F., 17 Company, RCEME
- Brown, A.W., VDE, Ottawa
- Browne, W.D., HWE RCEME School
- Burchill, R.S., 4 Company, RCEME
- Burcombe, P.L., 23 Comp Bde Gp Wksp
- Burton, C., 11 Company, RCEME
- Butler, L., 205 Base Workshop
- Byer, D.E., 23 Comp Bde Gp Wksp
- Cantlon, A.B., 16 Company, RCEME
- Champagne, D.J., 3 Section A&T Staff
- Chapman, R., 12 Company, RCEME
- Clarke, D.A., 5 Company, RCEME
- Colbert, P.W., 12 Company, RCEME
- Como, J.A., HE RCEME School (On course from VDE, AHQ)
- Dack, P.R., 17 Company, RCEME
- Dance, G.N., HE RCEME School (On course from 3 Coy RCEME)
- Davis, F.A.E., HE RCEME School (On course from 11 Coy RCEME)
- Davis, W.E., 6 Company, RCEME
- Deans, A.G., 1 Section A&T Staff
- Dew, A.E., 11 Company, RCEME
- Dewar, J., 6 Company, RCEME
- Dodds, J.W., 12 Section A&T Staff
- Doherty, S.F., 4 Company, RCEME
- Drew, C.V., QMG Branch, AHQ (DAD)
- Drobot, W., 13 Section A&T Staff
- Duncan, F.P., HE RCEME School (on course from 205 Base Wksp)
- Elliott, G.A., 23 Comp Bde Gp Wksp
- Elliott, J.R., 10 Company, RCEME
- Ewert, C.D., HWE RCEME School
- Fedoration, C., 17 Company, RCEME
- Foders, C.E., 5 Company, RCEME
- Foley, H.E.F., 17 Company, RCEME
- Fralick, E.E., 7 Company, RCEME
- Fraser, A.L., 2 Section A&T Staff
- George, A.G., HE RCEME School (On course from 202 Base Wksp)
- Gerylo, S., QMG Branch, AHQ (DME)
- Gibbs, B.F., 2 Company, RCEME
- Gill, D.E., 8 Pers Depot
- Glenn, W., Royal Cdn School of Infantry HWE
- Godmere, V.A., VDE, Ottawa
- Gray, W.C., 10 Company, RCEME
- Haines, F.C., 16 Company, RCEME
- Hammond, G.T., 10 Company, RCEME
- Harvey, L.M., 3 Company, RCEME
- Hawton, H.W., 1 Road Maintenance Coy RCE
- Hayes, J.W., CADEE
- Hayes, W.C., QMG Branch AHQ (DISD)
- Hellard, H.J., HE RCEME School (On course from VDE, AHQ)
- Henry, J.E., 13 Company, RCEME
- Hollebone, J.L., CAS 'U' List (on course from 10 Coy RCEME)
- Howard, O., QMG Branch, AHQ (DAD)
- Humphries, A.G., AG Branch, AHQ (D Pers)
- Hurd, L.R., 13 Company, RCEME
- James, A.M., 6 Company, RCEME
- Janssen, M.E.J., CADEE
- Joyner, E.F., HE RCEME School (On course from 3 Coy RCEME)
- Keogan, M.J., HWE RCEME School
- Kiteley, M., 202 Base Workshop
- Knox, D.C., 11 Company, RCEME
- Langford, W.H., 17 Company, RCEME
- Lanthier, H., 23 Comp Bde Gp Wksp
- Lee, K.A., 23 Comp Bde Gp Wksp
- Lee, W.E., 2 Company, RCEME
- Lewis, C.B., 23 Comp Bde Gp Wksp
- Longley, G.M., HWE RCEME School
- MacDonald, A.M., HWE Royal Cdn School of Artillery AA
- MacLellan, E.B., HWE RCEME School
- Maharry, L.P., VDE, Ottawa
- Main, T., 11 Section A&T Staff
- Mallett, J.G., QMG Branch, AHQ (DAD)
- Mann, J., HWE Royal Cdn School of Artillery C&AA
- Marlow, J., 16 Company, RCEME
- McCaffrey, L.E., 205 Base Workshop
- McDow, K.A., HE RCEME School (On course from 23 Comp Bde Gp Wksp)
- McGuire, L.W., 5 Company, RCEME
- McIntosh, R.C., 11 Company, RCEME
- McIntyre, W.A., 2 Section A&T Staff
- McKay, D.G., 2 Company, RCEME
- McLeod, L.F., 6 Section A&T Staff
- McMurchy, W.S., 13 Company, RCEME
- Meloche, J.B., 2 Company, RCEME
- Moffatt, B.R., 7 Company, RCEME
- Molnar, L.A., 13 Company, RCEME

Morley, A.F., 12 Company, RCEME
Neil, K.K., QMG Branch, AHQ (IQS)
Nelson, E.C., RCEME School (WE)
Parker, J.C., 10 Company, RCEME
Pennock, A.P., 6 Company, RCEME
Price, H., 7 Section A&T Staff
Proud, V.S., 13 Company, RCEME
Rae, C.A., HWE RCEME School
Ravenhill, J.A., 2 Company, RCEME
Renaud, J.O.R., 5 Company, RCEME
Richards, J.A., 23 Comp Bde Gp Wksp
Riley, G.A., HWE RCEME School
Rochefort, E.A., 202 Base Workshop
Roche, W.D., HWE RCEME School
Rose, A.G., 11 Company, RCEME
Roy, P.R.G., 23 Comp Bde Gp Wksp
Salisbury, W.K., 3 Company, RCEME
Sambrook, J.V., 12 Company, RCEME
Saxon, J.J., 11 Company, RCEME
Schleihauf, G.H., 202 Base Workshop
Sears, S.G., 12 Company, RCEME
Sedger, C.A., CAS 'U' List (to be posted to RCEME School(WE) on return from course)
Sherlock, J.E., 202 Base Workshop
Shipclark, C.W.E., 13 Company, RCEME
Silzer, J., 12 Company, RCEME
Sinclair, L., 17 Company, RCEME
Smith, D.B.R., 23 Comp Bde Gp Wksp
Smith, G.E., 18 Company, RCEME
Smith, L.W.C., 3 Company, RCEME
Snell, J.D., HWE RCEME School
Spackman, J.H., 6 Company, RCEME
Stewart, G.G., 23 Comp Bde Gp Wksp
Taverner, B.L., 2 Company, RCEME
Thomas, G.A., 3 Company, RCEME
Thompson, J.T., 202 Base Workshop
Toms, F.A., 3 Company, RCEME
Turner, K., VDE, Ottawa
Upthegrove, W.O.R., 2 Company, RCEME
Walker, R.L., 7 Company, RCEME
Walsh, C.H.V., 11 Company, RCEME
Wasney, J., QMG Branch, AHQ (DME)
Watt, J.B., 13 Company, RCEME
Weaver, C.R., 202 Base Workshop
West, D., 2 Company, RCEME
Wilson, R.R., 17 Company, RCEME
Yule, G.P., 17 Company, RCEME

A three-week Junior NCO course has recently been completed in Regina for Saskatchewan Area personnel. Twenty men representing all units in the Regina Area attended. Seven of these were from 211 Base Workshop and we are proud to announce that two RCEME personnel led this course: L/Cpl R.B. Cawthorpe and Cfn J.B. Robertson finished first and second respectively.

(McNaughton continued from page 42)

and was pleased with "the many and varied types of machine tools which were available for production and training in the Corps." He chatted with a number of both soldiers and civilians and commented very favourably on the men's technical and practical knowledge of their jobs.

Gen McNaughton also visited and inspected the 20th Tech Sqn RCEME where he was received by Capt A.M. Croft, 2IC Sqn.

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A member of the Armoured Workshop, Cfn M.E. Hall, won first place in the 16th Infantry Brigade, Prairie Command, Junior NCO's Qualifying Course. Twelve men, from all units of brigade, competed and Cfn Hall won the Blue Cross Efficiency Trophy and a cash award of twenty-five dollars. Who said we were a corps of tradesmen only!

Obituary

Accidentally on 23 Mar 50, Pte P.C. Courtney, 22, of 200 Minor Base Workshop, Halifax, while driving in his own vehicle between his home and the workshop. A military funeral was held, attended by the OC, officers and men of 6 Coy. Workshop personnel under WOII C.M. O'Neil formed a firing party.

Pte Courtney enlisted 1 Apr 48 and took GMT and trades training at the RCEME School. He was then posted to 6 Coy, Halifax. While at Barriefield he took part in boxing tournaments at the School and at Vimy Barracks.

Our deepest sympathy is extended to his father, sister and brothers.